

Aviation

ARMY NATIONAL GUARD: GENERAL PROVISIONS AND REGULATIONS FOR
AVIATION TRAINING

Summary. This regulation incorporates aviation training policy and criteria pertaining to ARNG aviation. It prescribes the general provisions and regulations for aviation training to be used by the Army National Guard (ARNG), and consolidates current NGB policy pertaining to ARNG aviation.

Applicability. This regulation applies to all aviators and crew members awaiting or on current National Guard Bureau (NGB) aviation service orders; aviation detachments, sections, platoons, companies, troops, squadrons, battalions, groups, and brigades in the ARNG force structure; any element in the ARNG force structure with assigned or attached aviators, crewmembers, or aircraft; military technician aviators serving under Title 32 U.S.C. 709; and ARNG aviators performing in the tour program under authority of Title 10 U.S.C. 672(d). Aviators and crewmembers attached to an active component command must comply with that command's directives and regulations. It does not apply to the Active Army or U.S. Army Reserve (USAR).

Supplementation. Supplementation is not authorized without prior approval of National Guard Bureau (NGB-AVN-O), Aberdeen Proving Ground, MD 21010-5420.

Interim changes. Interim changes to this regulation are not official unless they are authenticated by the Executive, NGB. Users will destroy interim changes on their expiration dates, unless sooner superseded or rescinded.

Internal control systems. This regulation is subject to requirements of AR 11-2. It contains internal control provisions and an internal control checklist (app G).

Suggested improvements. The proponent for this regulation is the ARNG Aviation Division, National Guard Bureau (NGB-AVN). Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) directly to NGB-AVN-O, Bldg E6810, APG, MD 21010-5420.

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(AIR under revision. To be published)

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Chapter 1

General Provisions

Section I**General****1-1. Purpose**

This regulation establishes policy and provides guidance for implementing and measuring the progress of the Aircrew Training Program (ATP) in the Army National Guard (ARNG). It serves as a basis for planning and programing aviation resources to attain the highest sustainable levels of individual readiness, thereby improving unit readiness the basic procedures and policy guidance in establishing responsibility for managing the additional flight training period (AFTP) program, touchdown emergency procedures, and ARNG unique aviation courses and programs.

1-2. References

Required and related publications are listed in appendix A.

1-3. Explanation of abbreviations

Abbreviations used in this regulation are explained in the glossary.

1-4. Scope

a. Establishes procedures for organization and establishment of Aviation Support Facilities.

b. Establishes a standard program for the implementation of aircrew training requirements between like units with similar missions within the total force.

c. Establishes, in conjunction with the ATP requirements for the conduct of individual aviator qualification, refresher, mission, and continuation training.

1-5. Applicability of Army Regulations

Army regulations applicable to the ARNG will have the following statement in the first part of all Army regulations (usually in the scope or applicability paragraph): "This regulation applies to the Army National Guard and the Army Reserve." If differences exist in aviation training requirements, this NGR governs for ARNG aviation training requirements.

Section II

Responsibilities

1-6. Director, ARNG

a. Compliance with Federal, DOD, and DA regulatory requirements for the maintenance, training, and operations of ARNG aviation assets in a pre-mobilization environment.

b. Coordination with Federal, State, and other agencies for ARNG aviation support.

1-7. Chief, ARNG Aviation Division

a. Compliance with Federal, DOD, and DA regulatory requirements for the maintenance, training, and operations of ARNG aviation assets in a pre-mobilization environment.

b. Coordination with Federal, State and other agencies for ARNG aviation support.

c. Publication and implementation of ARNG aviation regulatory guidance.

d. Coordination of ARNG aviation requirements in relation to Program Objective Memorandum (POM), Structure Manning Decision Review (SMDR) and other Planning, Programming, Budgeting, and Execution System (PPBES) functions.

e. Coordination for all aviation related matters with other commands associated with force structure, modernization, standardization, training, and evaluations.

1-8. State Adjutant General

a. Supervisory control over all ARNG aviation in the State within the limits of their respective funding authorization document (FAD).

b. Supervisory control over the State aviation standardization program.

c. Compliance with NGR as it applies to loss of ARNG aircraft.

1-9. State Army Aviation Officer (SAAO)

The State Army Aviation Officer (SAAO) is the principal assistant to the State Adjutant General in all matters concerning ARNG aviation. The SAAO will--

a. Establish and supervise the State ARNG aviation program, including aviation safety, maintenance, and standardization.

b. Publish written procedures to implement the State ARNG aviation program.

c. Implement the provisions of the aircrew training program (ATP).

d. Maximize integration of aircrew training with the Army Training and Evaluation Program (ARTEP) and combined arms training.

e. Provide guidance on aviation training to major and subordinate unit commanders.

f. Coordinate with NGB and other agencies in all matters pertaining to aviation operations, standardization and training for subordinate unit commanders.

g. Coordinate use of ARNG aviation assets used by the various organizations within the State.

h. Prepare and coordinate budgetary information required to support aviation specialized training programs.

i. Develop and implement the annual flying hour program (FHP) to include operational support aircraft (OSA) policies and applicable OSA portions of the C-23/C-26 regional support plan.

j. Review and consolidate the Aircrew Information Report (AIR). Certify that the data within the Aircrew Information Report has been reviewed and validated for accuracy.

k. Ensure AFTPs allocated to State are not exceeded.

l. Review and approve all aviation unit school requests.

m. Review, verify prerequisites, and approve all NGB Form 64 applications for flight training at TRADOC or AATS courses of instruction (COI), except personnel attached to the AATS.

n. Ensure that a prompt investigation is accomplished on all aircraft accidents IAW appropriate regulations, to include collateral boards. The full-time support (FTS) SAAO is responsible for supervising AASF, AAFA, LAASF, and AAOF commanders within the State.

1-10. ARNG Aviation Training Site Commanders

a. Commands a centralized ARNG aviation training base under the direct supervision of the Chief, Aviation Division and the Chief, NGB.

b. Supervises and develops Programs of Instruction for NGB directed aviator and instructor pilot qualification courses.

c. Manages and operates flight simulators in support of both formal courses of instruction and regional training requirements as directed by CNGB.

d. Conducts individual enlisted crewmember training to compliment the soldiers manual.

e. Provide medical services and crash rescue capability in support of the AATS mission.

f. Maintains a preparedness to augment the TRADOC aviation training base as an activity under the command and control of USAAVNC upon mobilization.

g. Review, verify prerequisites, and approve all NGB 64 applications for flight training at TRADOC or AATS courses.

1-11. Aviation facility, activity and depot commanders

a. Supervising and coordinating matters concerning the operations and use of ARNG aircraft, including safety, aircraft maintenance, flight operations, standardization, flying hour program, and AFTP portion of the ATP.

b. Coordinating support of training requirements with commanders of aviation units and elements with aircraft assigned to the aviation facility.

c. Ensuring that individual aviators and crewmembers obtain and maintain readiness proficiency and currency in the aircraft assigned and operate based on guidance prescribed by this regulation, the appropriate aircrew training manual (ATM), unit ARTEP, unit MTOE, equipment availability, and individual requirements.

d. Supervision, administration and implementation of the additional flight training period (AFTP) program to maximize the accomplishment of individual flight crewmember and support personnel training.

e. Reviewing and approving conditions or scenarios that may be used for dual AFTPs (as authorized by chapter 4) to meet collective unit/ARTEP-type training.

f. Supervising individual aviator and crewmember training.

g. Advising and assisting commanders concerning use of Army aircraft and their responsibilities for aviation safety standardization training, equipment, and personnel.

h. Supervision of aviation specialized training conducted IAW the provisions of the unit schools program.

i. Scheduling time and equipment so that each aviator can meet minimum flight requirements.

j. Executing flight orders as shown in appendix C, NGR 95-3 when aviators fly in nonpay status.

k. Advising and assisting unit commanders concerning the use of the aviation facility learning center.

l. Coordinating with and assisting unit commanders in establishing a unit program for aviator procurement, upgrading aviator qualifications through school attendance (including screening aviation school attendance), and screening aviation applications for career development and aviation skill requirements.

m. Notifying the unit commander when an aviator should be suspended from aviation service for appropriate reasons, but specifically for failure to successfully complete any component of the APART, the annual flight physical, or the ATP.

n. Ensuring that each aviator has current and valid aviation service orders before piloting ARNG aircraft, and that nonrated crewmembers and noncrewmembers have current and valid flying status orders.

o. Ensuring that appropriate FTS personnel are present at the aviation facility to monitor flight operations and for flight following during normal hours of operation and for all tactical training. Aviation unit/element commanders using an aviation facility during unit training/operational periods will provide personnel for this purpose. For arrivals/departures, administrative and non-tactical training, the FAA may be used to provide flight following.

p. Ensuring that aircraft are operated IAW established safety practices, and a continuous and comprehensive accident prevention program is maintained.

q. Formulating and executing appropriate SOPs.

r. Providing assistance in preparing and executing budgets and programs for aviation requirements within the State.

s. Managing the FHP in coordination with unit commanders.

t. Maintaining DA Forms 759 for aviators operating from their AASF, AAOF, AAFA, LAASF, or AVCRAD. They may sign DA Form 759 close-out when authorized by the unit commander.

u. Signing DA Forms 4186 in the absence of the unit commander.

v. Overall responsibility for the preparation of the Aircrew Information Report (AIR) (app D).

w. Ensuring that all FTS personnel have a commander's task list completed for each facility- designated aircraft.

1-12. Aviation Brigade Commanders

Aviation Brigade commanders, in coordination with SAAO/aviation facility commander, will exercise control of available resources (aircraft, aviators, and flying hours) to provide support of the aviation training mission. This control will be exercised during the time when unit personnel are in AT or IDT status, excluding AFTP, and will not be in conflict with the authority of aviation facility commander. This control will be accomplished by--

a. Developing and implementing management procedures that emphasize safe operations.

b. Assuring effectiveness of all training through the standardization program.

c. Integrating individual pilot training with aviation unit support missions.

1-13. Aviation Unit Commanders

Each commander of a unit to which Army aviation is organic or attached is responsible for--

a. Unit training of all aviation personnel under their control. To assist in this responsibility, commanders will coordinate training with the facility commander before starting the unit's training year.

b. Ensuring that each aviator assigned has a commander's task list completed for each unit-designated aircraft.

c. Conducting aircrew training IAW the ATP.

d. Emphasizing collective training tasks IAW appropriate ARTEP and Soldier's Manual during inactive duty training and annual training (IDT/AT).

e. Assisting the facility commander in developing and executing the annual FHP.

f. Ensuring that qualified unit flight operations personnel are present at the aviation facility during all unit training/operational periods. For delayed or unplanned arrivals/departures at other than normal hours of operation, the FAA may be used to provide flight following.

g. Coordinating with the State ARNG aviation safety officer (ASO) and the aviation facility commander to implement the State ARNG aviation safety program at unit level.

h. Timely determination as to the suspension, extension, or request for a waiver for an aviator's failure to meet ATP or APART requirements.

i. Temporarily suspending aviators from aviation service for medical reasons for a period not to exceed 6 months. Temporarily suspending aviators from aviation service up to 30 days and requesting an additional temporary suspension from NGB-AVN-O through the State Adjutant General; and requesting flying evaluation board action on individual aviators IAW AR 600-105 and NGR 600-105.

j. Ensuring aviators use audio-visual/Electronic Information Delivery System (EIDS) programs within the flight facility learning center.

k. Appointing an ALSE officer with duties described in paragraph 1-4k.

l. Execution of unit AFTPs to accomplish collective unit/ARTEP type training after coordination with the facility commander.

m. Timely submission of feeder information for recurring reports (app H).

n. Establishing, in writing, formal flight crew qualification and selection programs as described in NGR 95-3.

o. Proving guidance to the full-time unit support (FTUS) personnel and the aviation unit training officer.

p. Tactical mission commanders are responsible for flight briefings for ground unit participants of assault and/or airmobile operations. Aviation commanders should provide airmobile/aviation training assistance upon request.

1-14. FTUS Aviation Unit Training Officer

a. Carrying out the commander's plans and programs for the accomplishment of the unit's training objectives and missions.

b. Developing and implementing a comprehensive program of scenario training which drives the individual, crew, and collective ATPs.

c. Assisting the commander in implementing the ATP.

d. Developing a comprehensive military occupational specialty (MOS) qualification program for all personnel within the unit.

e. Training readiness of the unit.

f. Timely processing/submission of NGB Form 64 for training and request for waiver of prerequisites when applicable.

1-15. IP/SP/IE/ME/UT personnel

a. Administration and execution of the ATP.

b. Tracking the aviator's readiness level (RL) progression, compliance with APART components, and accomplishment of ATP requirements.

c. Timely notification of an aviator's failure to meet requirements.

d. The aircrew training program (ATP) supervisor is the full-time support IP assigned to the unit.

e. Unit Trainer (UT) will assist the commander and unit IPs in administration of the ATP.

1-16. ARNG aviators

a. Know and comply with regulations governing flying.

b. Comply with ATP.

c. Operate aircraft to ensure that personnel and property are not jeopardized.

d. Ensure that once an aircraft has been landed as a result of damage or a forced/precautionary landing has been accomplished, that no attempt is made to re-start or fly the aircraft until the aircraft has been released by the appropriate maintenance authority.

e. Have current aviation service orders before piloting ARNG aircraft.

f. Request a waiver of requirements, if necessary.

g. Maintain a current flight physical examination.

h. Notify the unit commander/aviation facility commander of any cause or condition medically interfering with his/her performance of flight duties.

1-17. ALSE Officers

ALSE officers are appointed for each State, aviation facility, aviation unit, section, or detachment. (The aviation safety officer should not be tasked with this duty). The ALSE officer will coordinate all matters pertaining to ALSE; his/her duties are to:

a. Maintain close liaison with the commander and aviation officer in all matters pertaining to ALSE to include budgeting requirements.

b. Ensure qualified (trained) personnel are maintaining and inspecting all ALSE.

c. Ensure that aviation personnel are equipped with serviceable clothing, survival vests, and survival kits appropriate to their respective clothing allowance zone as defined in CTA 50-900. Survival radios and test equipment are required and are authorized by the organization's MTOE/TDA.

d. Participate as part of semiannual weather briefings by providing information on ALSE in relation to the climatic changes.

e. Maintain ready reference files of ALSE literature.

f. Make recommendations on improving ALSE as determined from observations or an actual survival situation.

g. Ensure survival training is conducted on an annual basis.

h. An ALSE NCO will be appointed to assist the ALSE officer.

Section III Operations

1-18. ARNG conferences (external)

a. Purpose. To outline procedures for Army agencies or commands to obtain authorization for ARNG personnel to attend conferences sponsored by agencies other than NGB. This policy complies with the NGB directive on ARNG conferences.

b. Applicability. This applies to all aviation standardization, training, or standardization and training conferences, workshops, or seminars. The procedures apply to and gathering of 10 or more ARNG personnel that will require the expenditure of travel funds from any ARNG account. This does not apply to AT precamp conferences.

c. The Aviation Division (NGB-AVN-O) will coordinate the authorization of external conferences for Army agencies and commands as follows:

(1) Scheduled. Conference data should be coordinated with NGB-AVN-O by the 1st day of the 3d quarter of the preceding fiscal year.

(2) Unscheduled. Conference data should be coordinated with NGB-AVN-O as soon as possible.

d. Army agencies and commands are requested to furnish conference data directly to NGB-AVN-O at AUTOVON 584-1752. NGB-AVN-O will then prepare and submit an ARNG Conference Application form approval.

1-19. ARNG training bases

a. ARNG Aviation Training Sites (AATS) are centrally funded, supervised, and controlled by NGB with a charter to conduct individual aviation training courses not available at USAAVNC, but essential to the combat readiness of ARNG aviation units. A formal AATS Course Catalog for the AATS is the official source of information on Courses of Instruction (COI) offered at the AATS. This catalog outlines course description, scope, and prerequisites.

b. AASF, LAASF and AAFA are decentralized ARNG training bases responsible for individual aircrew qualification and continuation training conducted in the State. All unit school programs for basic ATM qualification and/or refresher training of aircrews will be centrally conducted by AASF/LAASF/AAFAs for all supported MTOE/TDA units.

1-20. Aviation standardization and training messages (STM)

a. Changes to or clarification of Army and major com-

mand aviation standardization and training policy apply to the ARNG when retransmitted by the Chief, NGB (CNGB), or the message states "coordination and concurrence was received from CNGB."

b. Information copies of "All States" ARNG aviation standardization and training messages (STM) will be provided to Forces Command (FORSCOM) FCJ3-OV-NG and Continental U.S. Armies (CONUSA).

c. All standardization and training messages will be numbered sequentially by fiscal year, e.g., STM 91-1, 91-2, 91-3, etc.

1-21. Assignment of aviators

a. MTOE/TDA aviators. Personnel will be assigned to Army aviation positions in units of the ARNG IAW current MTOE and TDA authorizations.

b. Exceptions.

(1) Officer and warrant officer personnel who are rated Army aviators may be assigned to aviator positions subject to NGR 600-100 and NGR 600-101.

(2) A nonrated officer or warrant officer may be assigned to an aviator position if application is made and attendance is scheduled for the aviation school within 18 months from the effective date of his/her assignment. Assignment is limited to personnel meeting the prerequisites for flight training as prescribed in NGR 611-110. If individual is not scheduled to attend flight training within the prescribed period, he/she will be either reassigned to an appropriate MTOE/TDA nonaviator position, transferred to the inactive ARNG IAW NGR 614-1, or permitted to resign.

(3) When an ARNG aviator is disqualified from aviation service for medical reasons, and there is a possibility that the individual could be requalified, he/she may be retained in their aviation assignment for a period of one year from the effective date of disqualification. Individuals must otherwise remain qualified for continued federal recognition.

(4) When an ARNG aviator is disqualified from aviation service for medical reasons or is disqualified through Flying Evaluation Board action, he/she may be considered for retention in a non-flying position if otherwise qualified.

1-22. Career development aviators

a. The career development aviator program (CDAP) permits ARNG aviators to participate in operational flying while assigned to a G7 position.

b. Participation in CDAP must be requested. Should an aviator transfer to a G7 position directly from an operational flying position and approval of CDAP has not been requested within 30 days from date of transfer, NGB will terminate aviators aviation service orders once individual appears on the AIR as assigned to a G7 position. Individuals may be assigned to a G7 position directly from a non-operational position. Should this occur, aviation service orders must be requested from NGB as well as approval for CDAP. (USE FORMAT AT APPENDIX C, NGR 600-105).

c. The number of career development positions in a state may not exceed the number of positions designated G7 within the state.

d. Those individuals assigned to a G7 position and are approved for the CDAP, may remain in the CDAP as long as they continue to occupy the G7 position.

e. Aviators on AGR tour (Title 32) may qualify for CDAP when assigned to a G7 position. Title 10 AGR tour personnel may not participate.

f. Career development aviators must be--

(1) A commissioned officer in the rank of CPT to LTC.

(2) Designated FAC 2.

(3) Otherwise qualified for aviation service.

g. Career development aviators will be reported on the Aircrew Information Report (AIR) as specified in Chapter 9 of this regulation.

h. This program will terminate on 30 Sep 93.

1-23. ARNG crewmember liability

a. When a crewmember causes property damage, personal injury, or death as a result of a negligent act or omission while acting within the scope of employment, two liability issues arise.

(1) The first is whether the United States may be sued.

(2) The second is whether the crewmember may be sued in his individual capacity.

b. Military personnel on duty under Title 10 or Title 32 and technicians under 32 USC 709 are covered under the Federal Tort Claims Act (FTCA). The FTCA allows the United States to be sued and grants personal immunity from suit except for Constitutional torts.

c. Participants in the MAST program are granted personal immunity under 10 USC 2635.

Chapter 2 Conduct of Training

Section I Training Policy

2-1. General information

a. This chapter establishes policy and provides guidance for ARNG aircrew and aviation unit training.

b. Individual aircrew member and unit aviation training programs will be developed annually through the use of this regulation, Army and FORSCOM regulations, the ATP, and the appropriate ARTEP. The annual unit training program will set training objectives, which when accomplished increase individual and unit combat readiness. Accomplishing specific training objectives during the conduct of all aviation related activities is paramount.

c. Aviation training programs will be designed to progress from highly controlled, relatively simple, single aircraft operations under nontactical modes of flight to advanced phases of multiple aircraft operations under tactical modes of flight, day and night.

d. Individual training. Individual aircrew training requirements are established by the ATP Commander's Guide, appropriate ATM, and this regulation. Individual training programs will be established to allow the individual aviator to attain RL 1 as soon as possible, but not later than the times established by appendix B.

e. Aviation unit training requirements will be developed through the use of this regulation, the ATP, the appropriate ARTEP, NGR (AR) 350-1, and FORSCOM/ARNG Reg 350-2. Emphasis will be placed on the step-by-step development of a 24-hour combat capability. Accordingly, day and night tactical training objectives must be included in the unit training program.

f. Aviators on ARNG aviation service orders are subject to evaluation by DES SPs during ARMS or notice evaluations. Personnel refusing to participate in an oral and/or flight evaluation may have their ARNG aviation service orders suspended and named as a respondent to an FEB.

2-2. Types of training assemblies and mandays for training

a. Additional flight training periods. AFTPs will emphasize the accomplishment of individual and crew training for RL3 and RL2 aviators and crewmembers. For RL1 aviators and crewmembers AFTPs should emphasize crew and collective training to enhance unit performance during IDT/AT. AFTPs will be used to accomplish hands-on components of the APART, whenever feasible.

b. Unit training assemblies (UTA/MUTA) should emphasize collective training tasks IAW appropriate ARTEP, SM, and mobilization mission. Training should be conducted using a threat oriented tactical scenario. Combined arms training should be maximized.

c. AT should emphasize combined arms training using a threat oriented tactical scenario. Particular emphasis should be placed on unit tasks to ensure internal command, control, and communications and external coordination with higher/supported headquarters.

d. Individual readiness training schools will emphasize individual aircrew or MOS refresher/qualification training. Emphasis should be placed on training which requires continuity between academic and hands-on training, such as aircrew training. Particular emphasis should be placed on aircraft transition or qualification training within prescribed ATP time constraints. This should be conducted in active duty for training (ADT) status.

e. Synthetic flight training system (SFTS). ADT man-days or AFTPs, may be utilized for SFTS training at the discretion of the commander.

f. Additional guidance for the use of ATAs is contained in NGB-ARO-M memorandum, Subject: ARNG Programs RMA, ATA, AUTA, AFTP, SUTA and NWATA, dated 30 Sep 90.

2-3. Training program requirements

a. *Excess/overstrength aviators.* Aviators who are excess/overstrength to MTOE/TDA operational flying positions will be designated FAC 2 in their primary aircraft and are not authorized an alternate or additional aircraft.

b. Excess/overstrength aviator AFTPs are not authorized after 30 September 1993.

Section II

Readiness Level (RL) progression

2-4. Applicability

This section and appendix B are the basic sources of information concerning RL progression for ARNG aviators. If there are conflicts or discrepancies between this regulation and other Aircrew Training Program documents, NGR 95-210 takes precedence for ARNG aviators. NGR 95-210 applies to all crewmembers on current NGB aviation service orders and all crewmembers assigned or attached to any element in the ARNG force structure occupying operational or non-operational flying positions. For RL progression purposes, all ARNG aviators, to include Active Guard/Reserve (AGR) and technicians, have the same RL progression time frames as specified in appendix B. Aviators on NGB Aviation Service Orders are considered operational aviators. All operational aviators, except limited cockpit duty aviators without flying as a condition of their technician employment, must meet RL progression requirements.

2-5. Definition

a. Readiness levels are the training status classifications which identify the training phase in which the aviator is currently participating. The Readiness Levels provide a logical progression of aviator training.

b. An aviator may have a different RL for different aircraft. Primary aircraft RL is reported for readiness. Aviators in designated NVG positions have two RLs, an RL for primary aircraft and an RL for NVG in that aircraft. For unit status report purposes, the lowest RL is reported.

2-6. Newly assigned aviators

Commanders will not RL progress an aviator based on a records check. All newly assigned aviators shall be designated RL 3. The aviator must then complete a proficiency flight evaluation consisting of those tasks which the commander deems appropriate based upon the aviator's assigned duty position. An exception is permitted for aviators who transfer between units or support facilities within the same State.

2-7. Progression from RL 3 to RL 2

Progression from RL 3 to RL 2 must be accomplished within 1 year from effective date of NGB Aviation Service Orders. To progress to RL 2, the following requirements must be accomplished within prescribed ATM time limits (APP B, RL Progression Table):

a. Category qualification.

b. Aircraft qualification/refresher training.

c. Terrain flight qualification (IAW applicable ATM).

d. Weapon/surveillance system qualifications. When sufficient resources are not available to complete systems qualification within the RL progression period, a unit commander may authorize an individual to begin RL 2 training. However, the individual aviator must continue to be reported RL 3 on the Aircrew Information Report (AIR), until the training is accomplished.

e. Instrument qualification.

2-8. Progression from RL2 to RL1

a. Progression from RL 2 to RL 1 must be accomplished within 1 year from date of RL 2 classification. To progress to RL 1, the following mission training requirements must be accomplished, when applicable (app B):

(1) Night vision goggle (NVG) qualification.

(2) NVG mission training (for designated NVG aviators).

(3) Unit/special mission training.

b. Aviators removed or excused from the ATP for less than 1 year must progress to RL 2 or 1 IAW Appendix B.

c. Once basic aircraft qualification or refresher training is complete, appropriate ATM flight activity category (FAC) 2 continuation training flying hour requirements apply. FAC 2 flying hours may be prorated. These hours are provided for the maintenance of basic aircraft skills while training to additional ATM requirements. A minimum of one iteration of all base tasks must be accomplished annually in each mode of flight for which the aviator is qualified until designated RL 1.

d. Aviators will accomplish hands-on components of the APART for all modes of flight in which the aviator is qualified and current. All aviators must accomplish the annual written examination. Once basic aircraft qualified, aviators may log pilot time and act as pilot in command pending completion of terrain flight qualification, weapon/surveillance system qualification and instrument qualification.

e. Reclassification. Reclassification from RL 1 to RL 2 or 3 in the aviator's primary aircraft due to a training deficiency does not relieve an aviator of RL 1 flying hours, tasks, or iteration requirements. However, the aviator is restricted from performing those maneuvers in which he/she is deficient until satisfactory completion of appropriate refresher training and evaluation. When an

aviator fails to pass a hands-on performance test in the primary aircraft, the commander must reclassify the aviator as a training deficiency. When aviator's RL is downgraded due to a training deficiency he/she has 90 days to complete the required training.

f. An RL 1 aviator who has had his/her primary aircraft redesignated within same mission and category, has 180 days to progress to RL 1 in the new aircraft. An RL 1 aviator who has had his/her primary aircraft redesignated to the other category or different mission has one year to progress to RL 1 in the new aircraft.

Section III

Qualification Training

2-9. ARNG training bases

The following ARNG sites are defined as training bases for purpose of conducting training required by the ATP or necessary to enhance the readiness of ARNG aviators or units:

a. AATS - centralized training bases.

b. AASF/AAFA/AVCRAD - decentralized training bases.

2-10. Aircraft qualification training

a. Aircraft qualification training is authorized at ARNG centralized and decentralized training bases IAW this regulation, ATMs, and AATS POIs.

b. Methods of training. Qualification training will be conducted IAW the appropriate ATM, AATS POI, and this regulation. Successful completion of a qualification COI will be annotated in the remarks section of DA Form 759. Individual aircrew qualification training should be conducted within available resources, IAW priorities shown in table 2-1.

Table 2-1
Aircrew Qualification Table

Priority	Method	Status
First	Formal TRADOC Schools	ADT
Second	ARNG Aviation Training Sites	ADT
Third	Individual Readiness Training Schools	ADT
Fourth	Additional Flight Training Periods	IDT
Fifth	Annual Training	ADT
Sixth	Unit Training Assemblies (UTA/MUTA)	IDT

c. Determination of aircrew qualification requirements. Training should be programed and accomplished based on known or forecast requirements established in part by the AIR (app D). Aviation MOS training, transition training, and attendance at short aviation courses will be based on the requirements of the specific aviation position being occupied by or programed for the applicant. The SAAO will review all applications for flight training to ensure prerequisites are met, that the requested training is related to the applicant's duty position, and will materially benefit the unit to which the applicant is assigned.

d. Aircraft qualification. Basic aircraft qualification consists of the flight time and academic training outlined in the appropriate AATS developed, USAAVNC reviewed and NGB approved program of instruction (POI) and flight training guide (FTG). In addition, basic aircraft qualification consists of those tasks specified in paragraph 2-22 of this regulation. Terrain flight, night vision device, weapon/surveillance systems and instrument tasks are not part of basic aircraft qualification but are trained and evaluated according to the RL progression table in appendix B of this regulation.

2-11. Night training

a. Commanders will establish and implement a comprehensive and continuous night training program. The aviation unit commander must decide what type of night training program will best support his unit's METL. This training program may require night training with or without aircraft lighting and training with night vision devices.

b. All aviators will maintain proficiency in, as a minimum, those tasks designated for night training in the appropriate ATM. As a minimum, one iteration of those night tasks will be performed annually.

c. Night tactical training applies to tactical aviation units and does not apply to AVCRAD, MACE and AATS night training if the unit commander determines it will support his unit's mission.

2-12. Low pressure, high altitude training

a. All Army fixed and rotary wing aviators must have completed initial low pressure, high altitude training which includes exposure to reduced pressure in a hypobaric chamber. This initial exposure may have occurred at any time during the aviator's military career.

b. Those rotary wing aviators who have never completed initial low pressure, high altitude training are not required to do so unless the commander determines that they operate above 10,000 ft MSL often enough to require this training.

c. All aviators operating fixed wing aircraft require low pressure, high altitude refresher training every 3 years. Local commanders of helicopter units will determine if their crewmembers require refresher training.

d. Subject training may be accomplished at Ft. Rucker, Air Force or Navy physiological training units. Ft. Rucker can advise and assist commanders and flight surgeons with physiological training programs. POC at USAAVNC is Operations Division, USAAM, DSN 558-7460.

2-13. Fixed wing training restriction

a. All ARNG fixed wing aircraft, except C-23 and C-26, will be restricted in the performance of the following ATM task as indicated:

MANEUVER	RESTRICTION
Perform emergency procedures for engine failure during takeoff	MIN AIRSPEED: VYSE MIN ALTITUDE: 300 FT AGL

b. For airplanes certified under FAR Part 25 (C-23 and C-26) simulated engine shutdowns after takeoff may be accomplished if indicated airspeed is at or above V_1/V_r regardless of altitude.

2-14. NVG aircraft configurations

NVG flight by ARNG crewmembers is only authorized in aircraft with approved blue-green NVG compatible MWO applied. The following configurations are specifically prohibited from flight with NVGs:

a. Any original NVG training MWO designed for through the tube viewing. Those MWOs utilize an on/off throw switch to change from red to infrared cockpit lighting.

b. Any production NVG enable/disable system designed for through the tube viewing of instruments (i.e. AH-1F, etc.) using infrared lighting.

c. Cyalume and/or other chemical light sticks and/or other non-MWO light sources are not considered an acceptable substitute for NVG compatible blue-green lighting.

2-15. OH-6 NVG operations/restrictions

a. A current and qualified OH-6 NVG IP must be at one set of flight controls if the moon illumination is less than 23% and 30 degrees above the horizon. The SAAO has authority to waive this requirement after deliberate consideration of current, local environmental conditions. This authority may be delegated, but no lower than AASF or unit commander.

b. If the aircraft does not have clear pilot/copilot doors (no ribs), the doors should be removed during NVG operations. At the IPs option, the ribbed or clear doors may remain installed if no interference with NVD scanning techniques exists for IP and student.

c. Primary mode of operation for position lights during NVG operations is dim. Depending on ambient light conditions and need for supplemental light, IP may elect to employ bright mode for selected maneuvers or modes of flight. Any lights off or lights dim operation must be IAW para 9-2, AR 95-2.

2-16. NVG qualification for aviators flying unmodified aircraft

a. NVG qualification requirements do not affect the RL status of an aviator whose primary aircraft is unmodified:

b. Aviators have 1 year to become NVG qualified upon

NVG modification of 30 percent of the aircraft in the unit's support facility or redesignation to an aircraft modified for NVG flight. As an exception, if designated, these aviators have an additional year to become NVG mission qualified. Continuation training requirements begin 2 years after NVG modification of the aircraft. This applies to aviators remaining in or transferring to a unit requiring NVG qualification.

c. UH-1M aviators may use the UH-1H/V for NVG qualification and mission training. When this occurs, the following provisions apply:

(1) UH-1H/V flying hours accrued during NVG qualification and mission training apply toward UH-1M annual flying hour minimums.

(2) UH-1M aviators may accrue AFTPs in the UH-1H/V while:

(a) Undergoing UH-1H qualification/refresher training.

(b) Undergoing NVG qualification, refresher, or continuation training.

(c) Performing minimum UH-1H/V currency requirements.

(d) Undergoing a UH-1H/V APART evaluation.

(3) UH-1M designated aviators who have completed NVG qualification/mission training in the UH-1H/V meet the requirements of appendix B. The requirement for refresher or continuation training is rescinded until such time as the UH-1M aircraft becomes NVG modified.

(4) UH-1M aviators who are NVG qualified in the UH-1H aircraft are considered NVG qualified in the UH-1M aircraft. Separate NVG qualification for UH-1H and UH-1M aircraft is not required.

(5) For UH-1H and UH-1M aviators, NVG currency in one aircraft suffices for NVG currency in the other. However, separate aircraft currency and PIC requirements apply for both aircraft. Additionally, separate annual NVG evaluations are not required.

(6) If a UH-1M IP is qualified as a UH-1H NVG IP, he/she may become a UH-1M NVG IP by taking a proficiency flight evaluation from a UH-1M NVG SP.

2-17. Aviator readiness status (unmodified aircraft)

Aviator readiness status (unmodified aircraft) aviators required to be NVG qualified but flying unmodified aircraft should be reported as no requirement on the AIR. Aviators required to be qualified but not qualified one year after NVG modification of the aviator's primary aircraft must be reported as "training required" on the AIR. This reduces their status to RL 2.

Section IV

Touchdown Emergency Procedure Training

2-18. Applicability

This section provides authority for touchdown emergency procedure training in the ARNG when conducted under the supervision of the AATS, AASF, LAASF, or AAFA commander. Touchdown emergency procedure training is prohibited except as authorized under the conditions set forth in this section.

2-19. Touchdown emergency procedure training

a. Touchdown emergency procedure training (EPT) is authorized at centralized and decentralized ARNG training bases during the conduct of an aircraft qualification course (AQC) and approved IP qualification course (IPC) in the following aircraft:

OH-58
OH-6
UH-1
AH-1

b. Touchdown emergency procedure training in conjunction with refresher training is not authorized.

c. Touchdown emergency procedure training is authorized only in Army aircraft and may be conducted only by FTS personnel.

d. The touchdown emergency procedure training portion of AQC/IPC must be conducted under the supervision of the AATS, AASF, LAASF, or AAFA commander. ARNG MTOE/TDA units may not conduct this training. Permission of the AATS, AASF, LAASF, or AAFA commander is the governing factor in conducting this training and not the pay status (i.e. IDT, ADT, AT, AFTP) of the aircraft qualification IP/SP or aviator receiving the training.

e. The SAAO or AATS Commander will designate the facilities at which touchdown emergency procedures training may be performed.

2-20. Aircraft qualification IPs

States are authorized to appoint and utilize aircraft qualification IPs with the following restrictions.

a. Designation as an aircraft qualification IP to conduct EPT IAW paragraph 2-19 is limited to FTS IP/SPs authorized in an ARNG aviation facility operations/training work center (e.g., supervisory IP, IP/ASO, IP). Aircraft qualification IPs at the AATS are limited to TDA positions

designated as IPs and other qualified IPs at the discretion of the AATS Commander.

b. No more than two FTS IP/SPs for each aircraft currency grouping (AR 95-1) per State may be appointed as aircraft qualification IPs. The AATS commander will determine the number of aircraft qualification IPs required to support COI workload.

c. The SAAO, AASF/LAASF/AAFA/AAOF commander, maintenance officer, and quality control section test pilot are not authorized to perform as aircraft qualification IP/SPs.

d. FTS IP/SPs will not be appointed as an aircraft qualification IP/SP in more than two aircraft currency groupings.

e. Aircraft qualification IP/SP must be appointed in writing by the SAAO or AATS Commander and a consolidated listing submitted to Commander, EAATS 31 May and 30 Nov or when changes are made. Commander, EAATS will compile a list of all qualification IP/SPs by name, type aircraft, state, and location. This listing will be updated and provided semi-annually to HQDA DAMO-TRS, DES, AATS, and each State.

2-21. Aircraft qualification IP/SP proficiency requirements

a. Currency. One iteration of each touchdown emergency procedure task must be performed within the previous 60 days to be considered current in that task. An IP/SP may perform touchdown emergency procedure tasks to maintain currency with any other aircrewmember at the other set of controls provided it is briefed during the mission brief-back. At no time may the other aircrewmember follow through on the controls or perform any of the touchdown emergency procedure tasks. A lapse in currency requires the aircraft qualification IP/SP to satisfactorily demonstrate proficiency in those tasks to an aircraft qualification SP or attend the appropriate AATS IP Standardization Course in that type aircraft prior to conducting touchdown emergency procedure tasks.

b. Evaluation. Satisfactorily perform touchdown emergency procedure tasks to an ARNG aircraft qualification SP or DES SP during the APART or no-notice evaluations.

c. Refresher. Attend AATS 1P Standardization Course every 48 months.

2-22. Maneuvers

a. *AQC.* The following maneuvers will be performed to touchdown (either as a demonstration by the IP or to student proficiency as indicated) during aircraft qualification training IAW the task, conditions, and standards found in the appropriate ATM:

TASK TITLE	TC 1-211	TC 1-213	TC 1-215
Standard Auto	Prof	Prof	Prof
Low-Level Auto	Prof	Prof	Prof
Low-Level/High-Airspeed Auto	N/A	Prof	N/A
Low-Level/Low-Airspeed Auto	N/A	Prof	Prof
Sim Hydraulic System Malf	Demo	Prof	Prof
Sim Antitorque Malf	Demo	Demo	Demo
Stan Auto w/180 Turn	Demo	N/A	Demo

b. IPC.

(1) Instructor pilot qualification courses are conducted at AATS or USAAVNC. Local IP qualification training is not authorized without prior approval from CNGB. IP Equivalency Evaluations will be coordinated with DES thru NGB-AVN-OT IAW AR/NGR 95-1. Prior to conducting IP/IE equivalency training SAAOs must contact NGB-AVN-O to obtain DES memorandum of instruction.

(2) IP qualifications are conducted at the EAATS (E), WAATS (W), or USAAVNC (A) as listed below:

Rotary Aircraft Location		Fixed Aircraft Location	
AH-64	A	C-23	**
AH-1S	W	C-12	E
AH-1F	A	T-42	E
OH-6	E	U-3	**
OH-58	A	U-8	E
UH-60	A	U-21	A
UH-1H	A, E	UV-18	**
UH-1M	*	OV-1	A
CH-47	A, E	C-26	**
CH-54	E		

* Must be UH-1H IP qualified first

** EAATS contact team

(3) The following maneuvers will be performed to touchdown during IP qualification IAW the task, conditions, and standards found in the appropriate ATM. A

previously qualified IP in a rotary-wing aircraft may revalidate IP orders or become qualified as an IP in any other similar aircraft (AR 95-1) without performance of touchdown emergency procedure maneuvers.

TASK TITLE	TC 1-211	TC 1-213	TC 1-215
Standard Auto	Prof	Prof	Prof
Low-Level Auto	Prof	Prof	Prof
Low-Level/High-Airspeed Auto	N/A	Prof	N/A
Low-Level/Low-Airspeed Auto	N/A	Prof	Prof
Sim Hydraulic System Malf	Prof	Prof	Prof
Sim Antitorque Malf	Prof	Prof	Prof
Stan Auto w/180 Turn	Prof	N/A	Prof

c. State level courses of instruction (COIs) will be conducted IAW AATS developed, USAAVNC reviewed, and NGB approved program of instruction (POI) and flight training guide (FTG).

2-23. AH-1 aircraft usage and configuration

a. AH-1 aircraft used for touchdown emergency procedure training will be limited to the following maximum gross weights: 8,500 pounds for the AH-1S (modified) and AH-1F.

b. Configuring an AH-1S/F aircraft for touchdown emergency procedure training will not preclude the aircraft and TOW system from being reported fully mission capable (FMC) if these systems were FMC before removal.

c. Touchdown areas: AH-1 touchdown emergency procedure training is restricted to designated improved hard surface areas only. Hovering autorotations may be performed to designated sod touchdown areas.

Chapter 3**Aviation Training Programs****Section I****Aviation Professional Development Programs****3-1. SAAO professional development course**

a. *Purpose.* To provide a newly designated SAAO with a comprehensive review of ongoing ARNG aviation programs, policies, and professional sources of assistance provided by the Aviation Division, NGB.

b. Prerequisite. A recently selected/designated SAAO.

(1) Scope. Key NGB Aviation Division program managers and action officers conduct briefings on a one-to-one basis. In-depth briefings cover but are not limited to such areas as aviation safety, aviation operations, use of aircraft, aviation training and standardization, production and management of aviators, aviation force structure, and aviation logistics. Also, topics of mutual interest or concern to the State may be addressed.

(2) Location. NGB Aviation Division, Edge-wood, MD.

(3) Length. One week.

(4) Attendance. Attendance within the first 90 days of assignment is recommended. Attendance may be in AT, technician or ADT using funds available to the State.

(5) Scheduling. Upon selection of an SAAO, States are required to notify NGB-AVN-O of appointment and to schedule subject training.

3-2. Facility commander and supervisory IP aviation management course

a. Purpose. To provide facility commanders and supervisory IPs with a review of ARNG directed aviation programs, regulations, and policies.

b. Prerequisite. Occupy the FTS position of Facility commander or Supervisory IP.

c. Scope. Key NGB Aviation Division program managers and action officers conduct briefings covering aviation safety, aviation operations, use of aircraft, aviation training and standardization, and aviation logistics.

d. Location. PEC/AATS.

e. Length. 3 days.

3-3. State Airlift Coordinator (SAC) Course

a. Purpose. To provide SACs initial training and update on operational support airlift (OSA) centralized scheduling procedures.

b. Prerequisite. Be designated as the SAC or alternate SAC or be an AGR C-12 aviator.

c. Scope. Members of NGB-AVN-O centralized scheduling section conduct in-depth briefings covering use of aircraft, ARNG OSA functions and procedures, channels of communications, and changes to appropriate regulation and SOPs.

d. Location. PEC/AATS.

e. Length. 3 Days.

3-4. Flight operations coordinator course

a. Purpose. To provide flight operation coordinators with initial training and updates on current flight operations procedures.

b. Prerequisite. Be designated as the FTS flight operations coordinator in an AASF or SAAO's office.

c. Scope. Action officers from NGB-AVN-O conduct in-depth training covering the collection, preparation and submission of essential aircrew information data.

d. Location. PEC

e. Length. 3 days

3-5. Aviation unit commander course

a. Purpose. To provide personnel selected for aviation command with the knowledge and skills necessary to professionally perform his/her duties and responsibilities.

b. Prerequisite. Selected for or in command of an aviation unit (detachment through battalion size).

c. Scope. The aviation unit commander's course compliments the ARNG unit commander's course by instructing only those subjects unique to command management of ARNG aviation resources. Subjects common to all units provided by the unit commander's course at the National Guard Professional Education Center (PEC) are not taught in this course. The COI covers the ATP, ATM, Aviation Standardization Program, flight evaluation boards (FEB), aircraft accident prevention, flying hour management, use of aircraft, and aviation logistics.

d. Location. AATS.

e. Length. One week.

3-6. CONUSA IP/SP/IE/ME/MP refresher training program

a. Purpose. Provides ARNG IP/SP/IE/ME/MPs refresher training in methods of instruction, flight standardization, and familiarization with current tactical employment techniques to enhance the ARNG's overall aviation standardization, maintenance and safety programs.

b. Prerequisites. Must be Cdr designated IP/SP/IE/ME/MP and be in NGB aviation service.

c. Scope. Each course consists of academic instruction, seminar type discussions, and refresher flight training periods. Classroom instruction provides an update on threat, aviation employment and topics concerning aviation standardization, academic refresher training, aeromedical factors, and aviation safety. Seminar type discussions center on clarification of aviation regulations and manuals which impact on the overall conduct of flight training. Optional flight training periods provide the attendee with an opportunity for refresher flight training with a Directorate of Evaluation and Standardization (DES) SP, USAAVNC.

d. Location. Training sites and dates are determined by the CONUSAs. Normally, an ARNG or USAR aviation facility will be designated as the host site.

e. Length. Three days.

f. Conduct. U.S. Army Safety Center (USASC) and USAAVNC personnel conduct academic and flight refresher training IAW a USAAVNC developed program of instruction (POI).

g. Attendance. The goal is to have IP/SP/IE/ME/MP attend a refresher training course biennially. As an option, IEs may attend AATS IFE Refresher Course.

h. Funds.

(1) Full-time support personnel should attend in their respective technician or AGR status.

(2) Other IP/SP/IE/ME/MPs should attend in ADT status.

(3) Requests to use 2F00 funds available to the State for ADT attendance will be submitted to Chief, National Guard Bureau, ATTN: NGB-ARO-E, Bldg E6814, APG, MD 21010-5420 for approval on a case-by-case basis. Requests will be submitted in time to arrive at NGB-ARO-E at least 30 days before the course start date. The following attendance data is required: Number of personnel; status; course dates; location; and estimated costs for pay and allowances, travel, and per diem. Requests may be in message form. This does not constitute authority to request additional 2F00 funds.

3-7. IP standardization course

a. Purpose. Provides ARNG aircraft qualification IP standardization training in methods of instruction and flight standardization training in touchdown emergency procedures.

b. Prerequisites. Must be a DA-designated IP, ARNG qualification IP with copy of designation on file at NGB-AVN-OT, and be in NGB aviation service.

c. Scope. The course consists of academic instruction and refresher flight training. Classroom instruction provides an update on the aircrew training program, standardization, and aviation safety. Flight training periods provide the attendee with refresher flight training in IP techniques and touchdown emergency procedures.

d. Location. AATS

e. Length. One week.

f. Attendance. All ARNG aircraft qualification IPs must attend this COI before conducting touchdown emergency procedures and not less than every 48 months to retain qualification IP designation. Initial attendance should be in IP's primary aircraft. Attendance at an AATS or TRADOC IPC in category during the FY meets the requirement to attend the IP standardization course.

g. Currently, there is no UH-1M Course. Therefore, UH-1M qualification IPs have no requirement to attend an IP Standardization Course for the UH-1M aircraft.

3-8. IP refresher course

a. Purpose. Provides ARNG IPs standardization training in methods of instruction to enhance the overall aviation standardization and safety programs.

b. Prerequisites must be a DA-designated IP and be in NGB aviation service.

c. Scope. The course consists of academic instruction and refresher flight training to refresh the instructor pilot in the administration of APART evaluations and tactical operations.

d. Location. AATS.

e. Length. 2 weeks.

f. Attendance. All ARNG IPs should attend this COI in primary aircraft not less than every 48 months.

Section II**Aircrew Qualification Programs****3-9. Training center course application requirements**

Formal flight training courses of instruction at TRADOC or AATS training centers have prerequisite standards to course attendance. Students who do not meet course prerequisites or obtain a waiver of prerequisites prior to attendance may be returned to their home State without training.

a. Prerequisite verification. The SAAO will verify by signature in block 33 of NGB Form 64 and enter the statement that "the individual meets all course prerequisites" IAW:

- (1) DA Pam 351-4 for TRADOC schools.
- (2) Course Catalog for ARNG aviation training sites (AATS).

b. Waiver requests. When an individual does not meet all course prerequisites, the SAAO will evaluate the individual's potential for successful completion of the course without the established prerequisites. Based upon the evaluation, a SAAO may require further training or submit a request for waiver. If a waiver is submitted, the SAAO must sign block 33 and enter the statement that the "Individual does not meet course prerequisites. A copy of the request for waiver is attached". For TRADOC courses the request for waiver must be in letter format, state all prerequisites to be waived, have a copy of the NGB Form 64 attached, and be addressed (appropriately) as follows:

- (1) **TRADOC course.** (Thru NGB-AVN-O to:)
 - (a) **USAAVNC.** Cdr, USAAVNC, ATTN: ATZQ-DPT-RT, Fort Rucker, AL 36362.
 - (b) **USAALS.** Cdr, USAALS, ATTN: ATSQ-ACA-NG, Ft. Eustis, VA, 23604.

(2) **ARNG aviation training sites.** Requests may be coordinated with the applicable AATS telephonically. AATS will coordinate waiver request with NGB-AVN-O. AATS Waiver Form will be attached to the NGB Form 64 when submitted to Chief, National Guard Bureau, ATTN: NGB-ARO-E, Bldg E6814, APG, MD 21010-5420.

3-10. Initial Entry Rotary Wing (IERW) course application

a. Personnel attending Initial Entry Rotary Wing (IERW) will be slotted into a "Multi-Track" most applicable to their assigned MTOE/TDA position. Personnel will attend Multi-Track as indicated below.

- (1) **Scout Track.** (OH-6; OH-58).
 - (a) **Officers SI:** A1, A2, A3, A5.
 - (b) **Warrant Officers MOS:** 152B, 152C, 152D.
- (2) **Utility Track.** (UH-1H).
 - (a) **Officers SI:** B1.
 - (b) **Warrant Officers MOS:** 153A, 153B.
- (3) **Utility Track.** (UH-60).
 - (a) **Officers SI:** B2.
 - (b) **Warrant Officers MOS:** 153D.
- (4) **Attack Track.** (UH-1M; AH-1; AH-64).
 - (a) **Officer SI:** D2, D5.
 - (b) **Warrant Officers MOS:** 152F, 152G, 153B when substituted for 152G.
- (5) **Cargo Track.** (CH-47; CH-54).
 - (a) **Officers SI:** C1, C2, C4.
 - (b) **Warrant Officers MOS:** 154A, 154B, 154C.

b. The following entry is to be completed in block 33 of the NGB Form 64, Application for Training: "Individual is assigned to a (indicate Scout, Attack, Etc) aviator position in (indicate unit of assignment) and is required to attend the (indicate the appropriate) Track."

3-11. ARNG Aviation Training Sites (AATS)

a. Purpose. To conduct individual aviator training courses not available at USAAVNC, but essential to the combat readiness of ARNG aviation units.

b. Prerequisites for attendance.

- (1) ARNG personnel in military status, including AGR or ADT. Exceptions will be addressed to NGB-AVN-O.
- (2) Meet published prerequisites for the COI.
- (3) Apply through appropriate channels IAW NGR 350-1. SAAOs will ensure that applicants meet eligibility requirements and that the best qualified individuals are selected.

c. Waivers.

- (1) Waivers of prerequisites will be considered only when the individual shows promise of being able to complete the course successfully.
- (2) If a waiver is required, it will be reviewed in detail when the course quota request is made.
- (3) Waivers will be coordinated by the appropriate AATS with NGB-AVN-O as approval authority.
- (4) If a waiver is approved and quota confirmed, a completed AATS waiver form enclosed in Appendix E of the AATS Course Catalog will be attached to the NGB Form 64 when submitted to NGB-ARO-E.

d. AATS provides quota control.

e. Funding. Transportation, per diem, pay and allowances of ARNG personnel in military status will be centrally funded by NGB. Course length for pay computation can be found in the course description column of the course catalog. Pay and allowances of AGR personnel are not centrally funded. Estimated cost bill be entered in block 33 of NGB Form 64.

f. Quota shortfalls. States may substitute students on a shortfall basis as coordinated with AATS.

g. AATS Course Catalog. The AATS Course Catalog is the official source of information on COIs offered at AATS. This catalog outlines course description, scope, and prerequisites. The catalog is published annually.

h. Course schedule. Course schedules are published annually. If course schedules are not available, information may be obtained by contacting the appropriate AATS.

3-12. Individual readiness training schools

a. Purpose. To attain and maintain ARNG aircrew and aviation unit readiness by providing the ADT man-days necessary to accomplish mandated ATP refresher and qualification training conducted by the State.

b. Funds.

(1) Identification. NGB-ARO-E identifies 2F00 funds programed for aviation specialized training (individual readiness training schools) in its annual budget breakout.

(2) Tracking. AR 37-100-FY identifies the fiscal codes required to track program execution.

c. Conduct. Commanders will conduct aviation specialized training IAW the individual readiness training school training requirements of NGR 350-1. Requests to conduct individual readiness training schools will be submitted to NGB-ARO-E. The following special instructions apply to aviation specialized school training:

(1) Aviation facilities will be designated as the host unit.

(2) Aircrew qualification courses will be conducted IAW AATS exportable POIs and FTGs that are published. When AATS POIs do not exist, training will be conducted IAW USAAVNC or commander developed POIs or the ATM.

(3) A copy of the POI is not required to be submitted with school request, however, training schedules must be provided. The following statement will be entered in lieu

of the POI: "Aircrew training will be conducted IAW AATS/USAAVNC/commander developed POI or the ATM."

(4) Aircrew training not to be conducted IAW the ATM, USAAVNC or AATS POI will be submitted for review and approval by NGB-AVN-O before submission to NGB-ARO-E.

(5) Additional funding sources available to the States, such as AFTPs, IDT, must be identified for utilization with 2F00 funds.

d. Budget requirements. Aircrew requirements identified by this paragraph and other aviation individual readiness training school requirements, e.g., enlisted MOS training, should be combined into a total aviation individual readiness training school's requirement. Attendance at TRADOC schools will be programed and submitted separately. Both budget requests must be submitted to the State plans operations training officer for inclusion in the State's 2F00 request to NGB.

Section III

Fixed Wing Aviator Qualification

3-13. C-12 aviator qualification training program

a. All ARNG aviators qualifying into the C-12 must successfully complete the following in order to become qualified in the C-12 aircraft:

(1) Low pressure high altitude indoctrination altitude chamber flight to 25,000 feet minimum with rapid decompression).

(2) Two week C-12 ground/simulator course conducted by Flight Safety International (FSI). Tuition is funded by TRADOC or individual State.

(3) Dual flight instruction at facility as prescribed by FC 1-218 and AATS POI/FTG. Flight evaluation will be conducted by a DA-designated IP/SP.

b. All ARNG C-12 aviators must attend the C-12 refresher course conducted by FSI within one year of initial qualification. Recommend all ARNG C-12 aviators attend the course every two years thereafter. FSI at Daleville, AL will be used for initial C-12 training and refresher training.

c. Quotas for the COI may be obtained by contacting FSI.

d. Funds available to the State (DD Form 1556) will be used for tuition, travel, and per diem to accomplish the above stated training requirements. Submit an NGB Form 64 to CNGB, ATTN: NGB-ARO-E, Bldg E6814, APG, MD 21010-5420.

e. Designation of pilot in command (PC) will be in accordance with AR 95-1. The PC will possess the following minimum requirements before being designated as PC:

- (1) 400 hours flight time in category.
- (2) 50 hours of pilot actual instrument flight time.
- (3) 50 hours in the C-12 aircraft.

f. PCs must attend the C-12 refresher course in order to maintain PC status.

3-14. U-21 aviator qualification training program

a. All ARNG aviators qualifying into the U-21 must successfully complete the following in order to become qualified in the U-21 aircraft.

(1) Low pressure high altitude indoctrination (altitude chamber flight to 25,000 feet minimum with rapid decompression).

(2) The U-21 aviator qualification course conducted by the Eastern ARNG Aviation Training Site (EAATS), or facility conducted training using AATS POI/FTG

b. Quotas may be obtained by contacting EAATS Quota Management System.

c. Aviators attending USAAVNC FWMEQC (A-90/U-21 Qual.) are considered U-21A qualified upon completion of the course.

3-15. C-23 aviator qualification training program

a. All ARNG aviators qualifying into the C-23 must successfully complete the following in order to become qualified in the C-23 aircraft.

(1) Low pressure high altitude indoctrination (altitude chamber flight to 25,000 feet minimum with rapid decompression).

(2) The C-23 aviator qualification course offered by EAATS and conducted at the CT AVCRAD, Groton Ct.

b. Quotas for EAATS COI may be obtained by contacting EAATS Quota Management System.

3-16. C-26 aviator qualification training program

a. All ARNG aviators qualifying into the C-26 must successfully complete the following in order to become qualified in the C-26 aircraft.

(1) Low pressure, high altitude indoctrination (altitude chamber flight to 25,000 feet minimum with rapid decompression).

(2) The C-26 aviator qualification course offered by

Flight Safety International, San Antonio, TX.

b. Quotas for FSI C-26 qualification course may be obtained by submitting an NGB Form 64 with class quota from FSI to CNGB, ATTN: NGB-ARO-E, Bldg E6814, APG, MD 21010-5420.

3-17. OV-1 aviator qualification training program

a. Triennial ejection seat motion simulator trainer qualification is required for all OV-1 crewmember.

b. All ARNG OV-1 units will perform base tasks in FC 1-217. If OV-1 standardization instructor pilots (SP)instructor pilots (IP) are not current in these maneuvers, NGB-AVN-OT will coordinate requests for Director of Evaluation/Standardization (DES), Ft. Rucker, AL to train SP/IP.

c. All ARNG OV-1 units will be restricted in the performance of the following ATM tasks as indicated:

TASK	MANEUVER	RESTRICTION
1018	Perform recovery from near vertical climb	Aircraft must not descend below 5,000 FT AGL
1019	Perform recovery from inverted flight	"
2002	Perform evasive maneuvers	"
2006	Perform aileron roll	"
2007	Perform loop	"

Section IV Tactical Training Requirements

3-18. Applicability

Tactical skills provide the basis for a unit's all-weather, 24 hour combat capability. Tactical training requirements in this section will be included in all aviation unit training programs and individual ATPs as applicable.

3-19. Terrain flight training

Terrain flight qualification is mandatory for all ARNG aviators designated to fly a helicopter as a primary, alternate, or additional aircraft. This requirement must be accomplished as part of RL 3 training for progression. All MTOE and tactical TDA unit rotary wing aviators (primary aircraft) will participate in terrain flight sustainment training.

3-20. Aided night flight training

a. Definition. Night operations conducted using night vision devices (NVD) primarily at terrain flight altitudes.

b. Applicability.

(1) All rotary-wing aviators flying NVG modified aircraft must be NVG qualified. NVG qualification in any rotary wing aircraft meets this requirement for aviators not in a designated NVG position.

(2) Sufficient non-rated crewmembers must be NVG qualified to meet unit requirements.

(3) NVG mission training applies to aviators/non-rated crewmembers selected for NVG designated positions.

c. Conduct of training. Qualification, mission, and continuation training will be IAW TC 1-210, the USAAVNC exportable training program, appropriate Aircrew Training Manual, and this regulation. NVD mission training must be completed within 180 days of mission training start date.

d. When refresher training is done concurrently with mission training the following applies:

(1) Refresher training will be completed on a proficiency basis with an instructor pilot.

(2) The aviator must fly a proficiency flight with a NVD IP/SP. The aviator must demonstrate proficiency in all NVD qualification tasks.

(3) Once an aviator is NVG current as a PI, he may fly with a UT or IP to complete mission training. Final mission evaluation must be given by an IP. An aviator cannot be designated as a NVG PC until he has completed NVG mission training.

e. Individual readiness training schools.

State NVG training programs will be developed by cadre IP(s) who have successfully completed a formal AATS or USAAVNC NVG IP course.

f. Instructor pilots. All rotary wing IPs that fly NVG modified aircraft must be NVG qualified.

3-21. Unit currency requirements

a. Aviation brigade commanders will establish NVG-designated positions based on the unit's METL.

b. These NVG positions will include not less than 20% of authorized aviator positions in medium-lift helicopter companies for cargo helicopter positions.

c. All other aviation units with organic rotary wing aircraft will designate not less than 25% of authorized aviator positions as requiring NVG currency.

d. In cases where a unit's organization does not include an aviation brigade command, the most appropriate colonel or higher will be responsible for establishing the designation. This authority will not be delegated lower than the colonel level.

e. Concurrence of the SAAO, as state aviation program manager, is required for all designations to ensure safe execution and supportability of mission/training requirements.

3-22. Air combat maneuver training

To be published.

3-23. Door gunner training

All MTOE and tactical TDA unit crewchiefs/door gunners assigned to aircraft with door mounted weapons will be qualified to operate those weapons IAW TC 1-140. Sustainment training is not required. Refresher training will be conducted annually when resources are available.

3-24. Aerial weapons training

All MTOE and tactical TDA unit aviators assigned to attack helicopters will be qualified and participate in sustainment training IAW applicable ATMs and TC 1-140.

Section V**Phased AH-1 Aviator Training Program****3-25. General information**

The purpose of the Phased AH-1 Aviator Training Program is to establish a standard method for training assigned ARNG attack helicopter pilots during progressive levels of AH-1 resourcing.

3-26. Phasing

Phases are not time oriented but resource oriented. Whenever possible, attack aircraft will be limited to two types during any given phase. Progression between phases may require continued proficiency in an older series aircraft until sufficient numbers of new type AH-1 aircraft have been received.

3-27. Applicability

The provisions of this program apply to attack helicopter pilot positions in attack helicopter battalions (AHB), recon/cavalry squadron, RAS attack helicopter companies (AHC) and ACR attack helicopter troops (AHT)/air cavalry troops (ACT).

3-28. Goals

a. Attain the highest sustainable level of AH-1 aviator training commensurate with resources.

b. Establish realistic and attainable readiness goals commensurate with resources.

3-29. Integration of AH-1 distribution and training requirements

a. General. AHBs, AHCs, AHTs, and ACTs will continue to be at authorized level of organization (ALO) 1 in aviators. Training requirements are based on AH-1 resourcing. Each level of resourcing requires a unit to progress to and sustain a prescribed phase of training. Each phase requires specific numbers of AH-1 aviators to become qualified. The number of AH-1 aviators qualified impacts on unit readiness.

b. AHBs, RAS, AHC, and ACR AHTs.

(1) AH-1 resource levels. As AH-1s become available, AHC of AHB/RAS, and attack helicopter platoons (AHP) of AHTs will be resourced with the same type AH-1s. The number of AHCs changed-out is identified by its phase number. The number of AH-1s in a changed-out AHC is determined by the AH-1 resource levels in Table 3-1.

Table 3-1**AHC Resource Level Table**

Resource Level	AH-1s Per AHC
1	7 AH-1
2	6 AH-1
3	5 AH-1

(2) AHC change-out phases. AHCs progressing from one type attack helicopter to the next type will changeout progressively by AHC. Only one AHC should have more than two types or series of attack helicopters at any given time. A change-out phase number identifies the number of AHC in a unit which have been upgraded to AH-1 or newer series AH-1 helicopters. Phase 1 indicates one AHC is changed-out; phase 2 indicates two of the three AHCs are changed-out; and phase 3 indicates all three AHCs have progressed into a newer series attack helicopter. The number of AH-1 helicopters changed-out per AHC depends on the AH-1 resource level. This relationship exists for a unit progressing from UH-1M to an AH-1 series aircraft or from AH-1S to AH-1F. The example in table 3-2 illustrates change-out phases between the UH-1M and AH-1 for a unit at level 3 (5 AH-1 per AHC):

Table 3-2**AHC Change-out Table (Level 3)**

UH-1M to AH-1 Series Level 3 - Table 3-1)	Phase 1		Phase 2		Phase 3	
	UH-1M	AH-1	UH-1M	AH-1	UH-1M	AH-1
1st AHC	2	5		5		5
2d AHC	7		2	5		5
3d AHC	7		7			5
Type Aircraft total	16	5	9	10		15
Authorized Aircraft:	21		21		21	

(3) AH-1 aviator qualification requirements. Once a AHC is resourced at resource level 3 with AH-1 aircraft, all AH-1 aviators in that AHC must be AH-1 qualified to retain RL 1 status. The example in Table 3-3 illustrates the affect change-out phases have on AH-1 aviator qualification requirements regardless of AH-1 resource level:

Table 3-3**AH-1 Aviator Qualification Requirement Table**

	Aviators RL 1		
	Phase 1	Phase 2	Phase 3
UH-1M Qualified	2 8	1 4	0
AH-1 Series Qualified	1 4	2 8	4 2

c. Recon/cavalry squadrons (SQDN).

(1) AH-1 resource levels. As AH-1s become available, SQDNs will be filled with the same type AH-1. SQDNs will be resourced with AH-1 aircraft as indicated in Table 3-4.

Table 3-4

SQDN Resource Level Table

Resource Level	AH-1s Per Sqdn
1	8 AH-1
2	6 AH-1
3	4 AH-1

(2) **SQDN change-out phases.** SQDN change-out phases are identified by the number of AH-1 aircraft on hand. The chart in Table 3-5 identifies SQDN changeout phases:

Table 3-5

SQDN Change-out Table

	AIRCRAFT	
	Phase 1	Phase 2
UH-1M	4	0
AH-1	4	8

(3) **AH-1 aviator qualification requirements.** Once a SQDN is resourced at resource level 3 with AH-1 aircraft, all AH-1 aviators must be AH-1 qualified to retain RL 1 status.

d. Aviator continuation training. All AH-1 aviators in an AHC or ACT with AH-1 aircraft must be qualified in the AH-1. Units may elect one of the following continuation training options for AHC and SQDNs that have both UH-1M and AH-1 attack aircraft:

(1) **OPTION A.** All AH-1 aviators will be qualified and progress into continuation training in the AH-1. UH-1M aircraft on hand will be maintained in flyable status. If this option is selected, aviator to AH-1 continuation training ratios will be:

(a) AHC.

Resource Level 2 = 2.3 Aviators per airframe

Resource Level 3 = 2.8 Aviators per airframe

(b) SQDN.

Resource Level 2 = 2.7 Aviators per airframe

Resource Level 3 = 4.0 Aviators per airframe

(2) **OPTION B.** All AH-1 aviators will be initially qualified in the AH-1. A minimum of two aviators

per authorized AH-1 will remain in continuation training. Once AH-1 qualified, those aviators above the two per authorized AH-1 may have the UH-1M designated for continuation training. These aviators are not required to perform annual weapons qualification/familiarization. Aviators may be retained in this status for a maximum of 2 years. Then, the aviators will be redesignated into the AH-1. Aviator to airframe (AH-1 or UH-1M) continuation training ratios will be 2.0. Aviators qualified in the AH-1 but flying the UH-1M IAW this provision will be considered RL 1 for readiness reporting purposes.

3-30. Equating AH-1 aviator training status to unit training status

a. AH-1 aviator training readiness C-rating derived from tables 3-6 and 3-7 is entered in DA Form 2715, section A, block 57. This is based on the percent of the authorized aviators that are qualified.

AVIATORS RL 1 IN APPROPRIATE AH-1 AIRCRAFT

Table 3-6

AHB, ACR AHT, and RAS AHC Unit Readiness Table

	C-1	C-2	C-3	C-4
Phase	85%	75%	65%	(Less Than)
1 (14 Avrs - 1 AHC)	12	11	9	9
2 (28 Avrs - 2 AHC/AHPs)	24	21	18	18
3 (42 Avrs - 3 AHC/AHPs)	36	32	27	27

Table 3-7

Recon/Cavalry Squadron Readiness Table

	C-1	C-2	C-3	C-4
Phase	85%	75%	65%	(Less Than)
1 (16 Avrs)	14	12	10	10
2 (8 Avrs)	7	6	5	5

b. AH-1 aviator (primary aircraft) training readiness C-rating is a major factor and should weigh heavily in the unit commander's determination of his overall unit training C-rating.

3-31. AH-1 RLs

a. General. Time requirements to qualify in a newer series attack aircraft begins with the receipt of at least resource level 3 AH-1 aircraft in an AHC or resource level 2 AH-1 aircraft in an ACT.

b. AH-1 aviators. Time to qualify requirements apply to AH-1 aviators in AHC or SQDNs receiving newer series attack aircraft.

c. Time to qualify:

UH-1M to AH-1 Series - 12 months.

AH-1G to AH-1S/F - 6 months.

AH-1S to AH-1F - 6 months.

d. Aviator readiness level. Unit/aviator readiness will not be downgraded during the "time to qualify." Failure to qualify in the new series aircraft during the time to qualify period will result in the aviator's RL being reduced to RL 3 and impact on unit readiness.

3-32. Aero weapons qualification/annual familiarization

a. AHC are prohibited from conducting weapons qualification or annual familiarization in the UH-1M once they have been resourced with AH-1s at level 3 IAW table 3-1.

b. ACTs are no longer required to conduct weapons qualification or annual familiarization in the UH-1M once they have been resourced with AH-1s at level 2 IAW table 3-4.

c. When the authorization of ammunition is insufficient to accomplish all the requirements as established by the ATP, TC 1-140, and Standards in Training Commission (STRAC), the following training priority will be utilized.

(1) RL 3 aircraft systems qualification (AH-1).

(2) RL 3 aircraft systems qualification (UH-1M).

(3) Annual sustainment training tables as prescribed by STRAC/TC 1-140 (AH-1).

(4) Annual sustainment training tables as prescribed by STRAC/TC 1-140 (UH-1M).

d. During local aircraft qualification courses, FM 17-40 will continue to be used for initial weapon systems training for the UH-1M and AATS POI/FTG for AH-1. Specifically, aviators must fire Tables 1 thru 4 for individual weapon systems qualification. TC 1-140 will be used for crew and team qualifications.

Section VI**Specialized Individual Training****3-33. Geographical and environmental training**

All aviators will be qualified in flying skills required by peacetime and wartime mission geographic and environmental conditions. Conditions may include mountain, desert, tropical, cold weather, and over water.

3-34. Deck Landing Qualification Training (DLQT)

a. Only aviators in units with a valid requirement to support joint exercises or contingency plans will be qualified in DLQT operations.

b. Annual DLQT requirement projections will be submitted to NGB-AVN-O NLT 15 Jun for the following FY.

3-35. Underwater Egress Training (UET)

a. Qualification of all aircrewmembers in UET is encouraged. UET qualification of crewmembers in units with an over water mission is required.

b. Annual UET requirement projections must be submitted to NGB-AVN-O NLT 15 Jun for the following FY.

3-36. High Intensity Radio Transmission Area (HIRTA) training

a. All aviation units must comply with HIRTA operational and training guidance. All aviators must receive initial and refresher HIRTA training.

b. Minimum standoff distances from HIRTA areas will be 1500 feet, horizontally and vertically.

c. Any noted HIRTA abnormalities must be reported immediately.

Section VII**Observation Helicopter Safety Observer Program****3-37. Program requirements**

a. Non-aviation personnel selected for safety observers must complete the prescribed 4-hour block of instruction to attain and maintain qualification. Conduct of training for safety observers will be the responsibility of the facility commander and will include the following subject areas:

- (1) Theory of flight (basic).
- (2) Appropriate aircraft system (basic).
- (3) Appropriate aircraft environmental and operational limitations.
- (4) Recognition of hazards to safe aircraft operation.
- (5) Regulations governing ARNG aircraft operation.
- (8) Orientation flight.

b. The safety observer's duties do not include aircraft operation or manipulation of the controls. Commanders will take appropriate action to ensure that these practices are strictly prohibited.

c. A roster of personnel qualified as safety observers will be maintained in the aviation facility and unit operations.

d. Aviators and aviation MOS personnel may be used as safety observers. They do not have to complete the training prescribed above.

Section VIII

Standard Tactical Egress Operations

3-38. Training requirements

a. Standard tactical egress operations are performed by aviators in support of ground units. The stationing of ARNG aviation units, however, is not always compatible with those ground units which conduct the following operations:

- (1) Helicopter cast and recovery (HELOCAST).
- (2) Rappelling/fast rope.
- (3) Parachute drop.
- (4) Stability operations (STABO).

b. Command supervision, employment of standard aviator tasks, and use of standard publications are essential to ensure safe operations.

c. The following procedures must be followed prior to performing standard tactical egress tasks:

- (1) Commanders must designate the number of aviators and crewmembers to train and maintain proficiency in standard tactical egress tasks.
- (2) Those designated aviators must have each specific task identified as a special mission task on the commander's task list (CTL) and will be performed if assets are available.
- (3) Comprehensive SOPs must be developed which prescribe training, qualification, and currency requirements for those designated crewmembers as well as those

procedures which are to be utilized when coordinating with supported units.

d. All participants in any tactical egress operations must be in an official duty status, i.e. AGR, Technician, ADSW, ADT, IDT and AFTP.

3-39. Standing operating procedures (SOPs)

a. SOPs must be developed in accordance with the task, conditions, and standards specified in the appropriate aircrew training manual (ATM) and related references. When developing SOPs for tactical egress operations the minimum areas to be covered are as follows:

- (1) Responsibilities.
 - (a) Supported unit.
 - (b) Supporting unit.
- (2) Briefings.
 - (a) Aircrew.
 - (b) Ground personnel.
- (3) Duties of all personnel.
- (4) Aircraft Preparation and Inspections.
- (5) Task and Specific Procedures to Perform Task.
- (6) Communications.
 - (a) Internal.
 - (b) External.
- (7) Safety Considerations.
 - (a) Emergency contingencies.
 - (b) Area of operations.
 - (c) Weather.
- (8) Qualification and Currency Requirements.
 - (a) Aircrews.
 - (b) Supported unit.

b. The provisions of this section are to be incorporated into the unit's SOPs and must be disseminated to appropriate aviation and supported personnel. Sample SOPs may be obtained by contacting NGB-AVN-OT.

c. SOPs must be submitted for review and approval by the following:

- (1) State Safety Officer.
- (2) State Aviation Safety Officer.
- (3) State Aviation Standardization Board.
- (4) Final approval by State Army Aviation Officer.

3-40. Rappelling operations

a. The normal method of dropping rappel ropes is by releasing the snap links. Cutting the ropes is to be done only in an emergency or in special missions authorized by the SAAO that are part of the mission planning and the mission briefing. In the event of an emergency or should the mission require cutting the ropes, the pilot-in-command, after coordination with the rappel master, will make the final cut decision.

b. During training and demonstrations, a safety observer must be on the ground with visual and radio contact with the aircrew. The safety observer will verify to the aircrew that all rappellers are clear of the ropes before the ropes are dropped.

c. To reduce the chances of the ropes becoming entangled, cut, worn or chafed, pad and tape all sharp edges on the floor, door ledges and skid protrusions to include ground handling wheel brackets.

3-41. HELOCAST Operations

For HELOCAST operations, the drop altitude the swimmer falls will not exceed ten feet above the water surface. The HELOCAST speed will not exceed ten knots ground speed. Recovery speed will be no faster than a slow walk. Controlling HELOCAST speed and altitude within limits is extremely critical to prevent injury to swimmers. HELOCAST SOPs must be developed IAW TC 31-25, Special Forces Waterborne Operations, this regulation, and the NGB-AVN-OT provided sample SOP diskette.

Section IX

Academic Training and Briefing Program

3-42. Periodic academic training and briefing program

Aviation units, in coordination with support facilities, will implement periodic academic training and briefings covering the subjects listed in Appendix C. Locally developed training records will be utilized to record training.

Chapter 4

Additional Flight Training Period (AFTP) Program

4-1. Purpose of the training

Additional flight training periods (AFTP) are provided for officer, warrant officer and enlisted personnel to obtain and maintain a high level of proficiency in order to promote flight safety and improve operational readiness of aviation units. All planning pertaining to the use of AFTPs will be directed toward the maintenance of individual and collective aviation skills.

4-2. Scope

a. This chapter provides authorization to perform AFTPs for pay in the following categories:

(1) *Aircraft.* Duty involving actual aircraft flight.

(2) *Simulator.* Performing aircrew duty in a Simulated Flight Training System (SFTS), Flight Weapons Simulator (FWS), Combat Mission Simulator (CMS), Cockpit Weapons Emergency Procedures Trainer (CWEPT), or Instrument Procedures Trainer (IPT). The use of the term simulator, unless otherwise specified, refers to all of the aforementioned devices.

(3) Support.

(a) Aviation medicine support.

(b) ATP-required tasks not involving actual aircraft flight or SFTS.

(c) ATC related training, maintenance support, or supervision.

(d) Aviation maintenance, airfield services, flight operations, aerial gunnery support, and supervision as necessary to accomplish ATP and FHP requirements during an aircraft AFTP.

b. AFTPs in a non-pay status may be performed without regard to limits provided in table 4-1.

c. AFTPs are authorized based upon individual's military position (primary or secondary MOS).

4-3. Applicability

This chapter applies to:

a. Rated personnel on NGB Aviation Service Orders.

b. Nonrated personnel on NGB crewmember flying status orders.

c. Nonrated personnel or noncrewmembers occupying an MTOE/TDA duty position of:

(1) Attack/scout helicopter crew chief/repairer in line Co/Trp/Bns or scout crew chief/repairer assigned an aircraft in separate platoon/sections MOS 67Y, 67R, 67S and 67V.

(2) Observation airplane crewchief MOS 67H.

(3) Fixed/rotary wing PSG, Det SGT, and Maint Supvsr MOS 67R, 67Y, 67T, 67U, 67H, 67N, and 67G.

(4) Aircraft weapon system repairer and aircraft firecontrol repairer MOS 68M and 68J.

(5) Armament supervisor MOS 68J.

(6) Data terminal operator MOS 96H.

(7) Imagery analysis technician MOS 350D.

(8) Imagery analyst MOS 96D.

(9) Ammunition specialist MOS 55B.

(10) Petroleum supply specialist MOS 77F.

(11) Airfield fire fighter MOS 51M.

(12) Aeromed qualified physician assistant MOS 011A.

(13) Aviation maintenance technician MOS 151A.

(14) Technical Inspector MOS 67 series.

(15) Air traffic control/flight operations coordinator MOS 93C, 93D, 93P and ATC Technician MOS 150A.

(16) ALSE tech.

(17) Avionics specialist MOS 68L, 68N, 68Q, and 68R.

(18) Double-slotted personnel in (1) through (17) above are not authorized AFTPs. One qualified person per slot is authorized AFTPs.

Note: MOS' listed above are based on documents as of the effective date of this regulation. If future documents or other Department of the Army personnel actions change these MOS', then the new MOS' will be utilized for those listed in this regulation.

4-4. Responsibilities

a. State Adjutant General. State adjutants general will exercise overall supervision of this program within the limits of their respective funding authorization document (FAD) and are authorized to approve two AFTPs per day to meet collective ATP or extended mission-support requirements. Dual AFTPs are limited to specific provisions as outlined in this chapter. Approval authority for the above may not be delegated below the facility commander.

b. State Army aviation officer/facility commander. The SAAO/facility commander will establish a supervised AFTP program and ensure that:

- (1) Specific training objectives are programmed.
- (2) Aviation crewmembers are assigned specific ATM tasks/iterations to perform.
- (3) Flight training is maximized throughout the training year.
- (4) AFTP participation is encouraged.
- (5) Concentrated mission/training requirements, such as instrument, terrain flight, aerial gunnery, night tactical, and NVG training are supported.
- (6) A balanced training and maintenance load on the supporting unit/facility is produced.
- (7) The flight facility learning center and EIDS is made available.
- (8) A schedule of AFTP periods is published 60 days in advance. Additional AFTPs may be added or periods deleted at any time as required to support the ATP and unit mission requirements.
- (9) A procedure is developed to document training performed or support provided during an AFTP.

(10) AFTP resources are accounted for IAW checklists given in appendix G.

c. Aviation unit commander. The aviation unit commander is responsible for coordination of AFTP

objectives and individual aircrew ATM task/iteration requirements with the aviation facility commander.

4-5. Block allocation of AFTPs

a. AFTPs mandays for officer and enlisted will be allocated each FY to the states prior to the beginning of the FY by block grant. AFTPs are allocated as a block for maximum flexibility for each state not to exceed Table 4-1, or state's total limit, whichever is lower.

b. States will ensure accurate reporting of the AFTP program execution in the Aircrew Information Report (AIR). NGB-AVN will monitor U.S. Army Finance and Accounting Center records on a monthly basis to ensure budget limitations are not exceeded. Internal audits are encouraged.

c. Conversion of AFTPs between officer and enlisted is not authorized. Enlisted flight and ground AFTPs are interchangeable. Non-rated officer support AFTPs must be charged against officer mandays.

4-6. Requirements for all AFTPs

The minimum requirements are as follows:

a. All AFTPs regardless of category must--

- (1) Include at least 4 hours duty time.
- (2) Be scheduled in advance and may be performed at anytime subject to the following:

(a) Normally, one AFTP per individual is authorized during any one calendar day. A maximum of two AFTPs or a combination of an AFTP and a training assembly (UTA or ATA) may be scheduled during any one calendar day, as long as the aggregate total duty time is at least 8 hours.

(b) An AFTP is not authorized on a day when the member has performed one RMA, or two UTAs, or ET for two UTAs, or two SUTAs, or any combination of UTA, ET, and a SUTA, or is in an active duty status.

(3) An AFTP that begins on one calendar day and ends the following day will constitute a single AFTP and will be credited as performed on the day it began.

(4) AFTPs will not be considered UTAs or SUTA/ET in lieu of UTAs.

(5) When the flight originates and terminates at stations within different time zones, the AFTP duty time entries will be recorded using the local time at point of departure.

(6) AFTPs are authorized, but not required.

(7) Individuals must have actual or constructive attendance or authorized absence from the Commander for all UTAs scheduled during the previous pay period.

(8) Suspensions. Aircraft and simulator AFTPs are not authorized during any period of suspension (except as provided in para 4-8d) or during any period that the aviator

should have been suspended for failure to successfully complete flight minimums, any component of the APART, or the annual flight physical.

(9) U.S. Government employees. Individuals authorized AFTPs who are employed by the U/S/ Government are not authorized AFTPs during duty hours, except when on annual leave, leave without pay, or compensatory leave status.

(10) AFTPs will be in U.S. Army aircraft only.

(11) Colonels (06) are authorized a maximum of 24 AFTPs per fiscal year.

(12) The maximum number of AFTPs for pay are authorized by table 4-1. The semiannual restriction for aviators and crewmembers applies only to AFTPs performed in an aircraft. The semiannual limit can only be waived by NGB-AVN-O.

4-7. Aircraft AFTPs

a. Flight time must be accomplished during each aircraft AFTP. Flying time for each aircraft AFTP claimed must average not less than 1.5 hours. Excess aircraft AFTP flight time may be applied to other AFTPs within the same annual period. Aircraft AFTPs will be documented by NGB Form 105 (Appendix F) and appropriate training records.

b. Aviators must be designated IAW the ATP (primary, additional, alternate) to perform crew duties in the aircraft in which they perform the AFTP. An aviator performing duty as a Battle Captain from the copilot station of attack or scout aircraft during collective unit training is authorized AFTPs without that aircraft being designated. An FTS aviator may perform an AFTP in facility designated aircraft (additional/alternate). An IE may perform an AFTP in any aircraft when conducting instrument instruction or evaluation. An MP may perform an AFTP in any designated aircraft when conducting a maintenance test flight.

c. When flight in an aircraft is involved, a safety briefing, weather briefing, and mission assignment briefing are required. The purpose of these briefings is to establish a training objective and provide a professional military atmosphere for conducting each AFTP. As a minimum, briefings must include all current DA guidance/policy for aircrew mission briefings.

d. UH-1M (primary aircraft) aviators may perform AFTPs in the UH-1H while undergoing formal qualification, refresher or currency training in preparation for or during RL 3 instrument or RL 2 NVG qualification training. NVG mission training and continuation training may be accomplished in the UH-1H or UH-1M.

e. Non-rated personnel (crewmembers) should accom-

plish flight AFTPs in aircraft compatible with their MOS. The maximum number of crewmembers for any one flight cannot exceed the number required for mission accomplishment.

f. AFTPs are authorized to be performed in cargo airplanes only in conjunction with a scheduled operational support airlift mission coordinated with the ARNG Centralized Scheduling Section except as provided below:

(1) APART evaluations.

(2) Standardization training.

(c) RL 3/2 training.

4-8. Simulator AFTPs

a. Simulator training time must be accomplished during each AFTP. Simulator time for each AFTP claimed must average not less than 1.5 hours. Excess simulator AFTP flight time may be applied to other simulator AFTPs within the same annual period conducted in the simulator.

b. Simulator AFTPs will be documented by NGB Form 105 and appropriate training records. The simulator device designation will be annotated in the "acft code" block. The remainder of the NGB Form 105 will be completed as shown in appendix F.

c. Only simulator time creditable IAW NGR 95-3 paragraph 4-4 may be credited toward paid AFTPs. Time in simulators is not authorized to be credited for flight pay entitlements per the ACIPA and DOD Pay Manual.

d. No more than eight AFTPs may be accomplished in the simulator while temporarily suspended for medical reasons during the fiscal year.

e. The maximum number of AFTPs for pay is as indicated:

(1) FAC 1 (code A through I) aviators performing AFTPs in a simulator compatible with their primary aircraft IAW NGR 95-3 may perform a maximum of 13 AFTPs for pay annually.

(2) FAC 1 aviators performing AFTPs in a non-compatible simulator may perform a maximum of eight AFTPs for pay annually.

(3) FAC 1 aviators performing AFTPs in a combination of compatible and non-compatible simulator may perform a maximum of 10 AFTPs for pay annually.

(4) FAC 1 AH-64 aviators may perform a maximum of eight AFTPs in the CWEPT

(5) FAC 2 AH-64 aviators may perform a maximum of six AFTPs in the CWEPT.

(6) Four AFTPs may be performed in an IPT (1CA1, 2B3, or 2B12).

(7) FW aviators may perform a maximum of six AFTPs in a 2B24 SFTS.

(8) UH-1M aviators may perform a maximum of four AFTPs in an AH-1 (2B33) SFTS. Four AFTPs performed in the 2B33 by UH-1M aviators are compatible for pay.

4-9. Support AFTPs

The purpose for authorizing AFTPs for personnel listed in paragraph 4-3c is to provide a basis for facility commanders to obtain the necessary ground support to accomplish the AFTP. Facility commanders must ensure that the number of support personnel approved for any AFTP does not exceed the number necessary to accomplish the AFTP. Support AFTPs specified in paragraph 4-2a(3)(d) are not authorized as preparation for future AFTPs, ground support tasks must support an aircraft AFTP.

a. Ground support personnel. These personnel are not authorized to fly during AFTPs unless it is incidental to their assigned task.

b. All personnel.

(1) The total number of support AFTPs annually cannot exceed the appropriate number authorized by table 4-1.

(2) Support AFTPs will be documented by NGB Form 105 and appropriate training records. The term "support" will be written in the acft code block and "0" in the hours/tenths flying time block. The remainder of the NGB Form 105 will be completed as shown in appendix F.

(3) A maximum of one AFTP may be scheduled for each of the following mandatory requirements: Annual State aviation safety conference, and aviation physiological briefing conducted by a flight surgeon.

c. Aviators.

(1) A maximum of one AFTP may be scheduled for each of the following mandatory requirements: oral examination associated with annual standardization flight evaluation; oral examination associated with annual instrument flight evaluation; Army Aviator Annual Written Examination (AAWE).

(2) A maximum of two AFTPs per year may be scheduled for ground school in conjunction with formal aircraft qualification/refresher training (RL3) or special/additional mission skills training (RL2). This includes Aircrew Coordination Training (ACT).

(3) A maximum of two AFTPs per year scheduled but not conducted due to lack of aircraft availability, adverse weather, or other unanticipated circumstances. Ground training or EIDS training must be conducted which improves unit or individual mobilization readiness. This will be documented in appropriate training records.

d. Crewmembers, support personnel, and aero medical physician assistants.

(1) AFTPs for ground training must directly involve individual MOS proficiency and relate to the supported aircraft AFTP. This will be documented by appropriate training records.

(2) AFTPs for aviation medicine support may be scheduled as necessary.

(3) AFTPs for aviation maintenance, airfield services, flight operations, aerial gunnery support, and supervision may be scheduled as necessary to accomplish ATP and FHP requirements during an aircraft AFTP.

e. ATC controllers.

(1) **Air Traffic Control Operator (93C).** Must supervise, or provide ATC services to military and/or civilian air traffic during an AFTP.

(2) **Aviation Operations Specialist (93P).** Must supervise or assist in scheduling aircraft missions, dispatching aircraft, or performing associated administrative duties during an aircraft AFTP.

(3) **Air Traffic Control Systems Repairer (93D).** Must inspect, test, perform, or supervise repairs on ATC systems, subsystems, and equipment during an aircraft AFTP.

(4) **ATC Technician (150A).** Must supervise and assist ATC Operators, Operations Specialists or Systems Repairers during the AFTP.

4-10. Dual AFTPs

Dual AFTPs may be authorized in support of:

a. Extended administrative type mission-support requirements.

b. Individual aircrew training.

(1) Any combination of any two of the following unless otherwise restricted:

(a) Annual written examination.

(b) Standardization flight evaluation.

(c) Instrument flight evaluation.

(d) Annual physiological briefing by a flight surgeon.

(e) Ground school including EIDS.

(f) Annual State aviation safety conference.

(2) RL 3 aircrew qualification/refresher training when flight training is conducted with an SP, IP, IE, ME, or UT or RL 2 aircrew mission training.

(3) RL 1 designated air crewmembers and RL 2 attack crewmembers who are awaiting gunnery qualification for progression to RL 1 when conducting continuation training and resources are not available to conduct collective unit/ARTEP training. Training will be documented with an SAAO or facility commander approved training scenario.

c. Scheduled unit training/ARTEP requirements. Training must be in support of the aviation unit/section MTOE/TDA mission and documented with an SAAO or facility commander approved training scenario.

d. ATC operations when actually controlling/dispatching aircraft or maintaining ATC equipment.

e. Simulator training in an SFTS, FWS, CMS, or procedural trainer.

f. Any combination of paragraph 4-10 a thru e may be accomplished during a dual AFTP.

4-11. Pro-rata AFTPs

a. When an individual initially enters the AFTP program after the beginning of the fiscal year, the maximum number of paid AFTPs authorized per year will be pro-rated for the remaining months.

b. Whether an individual enters or leaves a unit position which authorizes the use of AFTPs, the maximum number of paid AFTPs authorized per year/semiannual period (table 4-1) cannot be exceeded.

c. When an individual has a primary aircraft redesignated or changes duty position the maximum number of AFTPs authorized is as follows:

(1) The semiannual AFTP maximum for the newly designated AFTP authorization code applies.

(2) The annual maximum is the highest number of AFTPs authorized by either the old or new AFTP authorization code.

(3) The year/semiannual maximum remain the same when the new and old codes authorize the same number of AFTPs.

4-12. ARNG technician participation

a. AFTPs are authorized during non-duty hours for ARNG technicians.

b. AFTPs in a pay status are authorized during ARNG technician hours provided the ARNG technician is in an annual leave, leave without pay, or compensatory leave status.

c. A maximum of 24 AFTPs are authorized per fiscal year for technician aviators required to perform aerial flight IAW their job description. Duty position Code I and J in table 4-1 does not apply to technician aviators.

d. If an aviator is hired as a technician aviator for a period of at least 60 days, that individual's authorized

annual maximum number of AFTPs will be prorated as follows:

(1) Number of months as a technician multiplied by 2.

(2) Number of months as a Traditional Guardsperson (M-Day) multiplied by prorated number per month from table 4-1, i.e. code.

(3) Add (1) and (2) above for annual total AFTPs authorized.

4-13. Record of performance

NGB Form 105, Authorization for Individual Inactive Duty Training, dated 1 Feb 76, is used for verification of all AFTPs. The individual performing an AFTP should fill out an NGB Form 105 (app F) prior to beginning duty. A copy of the form, or locally produced form will be maintained by the custodian of the member's flight records for the period corresponding to the retention period of the pay document it substantiates. The custodian of the member's pay records will be notified of each AFTP claimed.

4-14. Reports

Paid AFTPs will be reported quarterly through the Aircrew Information Report (AIR). (See appendix H.)

Table 4-1

AETP Authorization Table

Section I. Operational Flying Positions in MTOE/TDA Units

<u>AVIATORS PRIMARY ACFT 1/</u>		<u>AETP PERIODS</u>		<u>SUPPORT PERIODS</u>	
<u>CODE</u>	<u>Col 1 2/</u>	<u>Annual 2 /</u>	<u>Semiannual</u>	<u>Annual</u>	
		<u>Col 2</u>	<u>Col 3</u>	<u>Col 4</u>	
A	Attack Hel 3/	48	32	4	
B	Scout Hel 3/	48	32	4	
C	Utility Hel	38	24	4	
D	Cargo Hel	34	22	4	
E	Obsv Hel	27	18	4	
F	Surveillance Arpln	34	22	4	
G	Utility Arpln	24	16	4	
H	Cargo Arpln 6/	24	16	4	
I	SP/IP/IE/ME 4/	-	-	4	
J	Maint Test Pilot 5/	12	-	4	
K	All FAC II Aviators	24	16	4	
L	(not assigned)				

Section II. All Other Rated Personnel in ARNG Aviation Service

M	Excess/overstrength/double slotted aviator 2/	24	16	4
N	Aviation Related (G-7)	24	16	4
O	Lim Cockpit Duty 7/	24	-	-
P	Flight Surgeon	24	-	4

Section III. Nonrated and Support Personnel

MTOE/TDA DUTY POSITION

Q	Aerial Sensor Specialist	34	22	12
R	ATC/Flt Ops Coord	-	-	24
S	Cargo Hel Flight Engr	34	22	17
T	Util/Cargo Arpln Crew Ch	24	16	12
U	Obsv Hel Crew Chief	24	16	12
V	Utility Hel Crew Chief	34	22	17
W	Aeromed Crew Ch/Air Amb Att	34	22	17
X	Aeroscout Obv	34	22	6
Y	Atk/Sct Hel CE/Repairer in Co/Trp/Bn	-	-	24
Z	Avionics Specialist	-	-	12
AA	Obs Arpln Crew Chief	-	-	24
BB	Data Terminal Operator	-	-	24
CC	Ammunition Specialist	-	-	12

Section III Nonrated and Support Personnel --Continued

<u>MTOE/TDA DUTY POSITION</u>		<u>AFTP PERIODS</u>	<u>SUPPORT PERIODS</u>	
<u>CODE</u>	<u>Col 1</u>	<u>Annual</u> <u>Col 2</u>	<u>Semiannual</u> <u>Col 3</u>	<u>Annual</u> <u>Col 4</u>
DD	Petroleum Supply Specialist	-	-	12
EE	Airfield Fire Fighter	-	-	12
FF	Acft Weapon System/Fire Control Repairer	-	-	12
GG	Fixed/RW PSG, Arm/Maint Supvtr and Tech	-	-	12
HH	Technical Inspector (TI)	-	-	12
II	ALSE Technician	-	-	12
JJ	Physician Assistant	-	-	12
KK	Imagery Analysis Tech	-	-	12
LL	Imagery Analyst	-	-	12

NOTES:

1. An aviator's primary aircraft/FAC (Col 1) determines the number of AFTPs authorized per FY (Col 2, 4) and semiannual period (Col 3).

2. The maximum number of AFTPs authorized annually is indicated under Col 2. The semiannual maximum (Col 3) applies only to AFTPs performed in an aircraft. Simulator and support AFTPs are not considered part of the semiannual limit but are counted against the annual maximum authorized under Col 2. The semiannual limit for aircraft AFTPs can only be waived by NGB-AVN-O.

3. Code A and B only apply to aviators in attack helicopter units and air cavalry troops and MTOE designated aeroscout positions in units coded with ASI 1A, 1D or MOS 152B, 152C, 152F, and 152G. It does not apply to maintenance test pilots (MP) or rotary wing commissioned officers assigned to Atk Bn Hqs, Cav Sqdn Hqs, Atk Grp/Regt Hqs, and Avn Bde Hqs, these aviators are authorized 38 AFTPs.

4. Commanders may authorize SP/IP/IE/MEs up to 4 additional support AFTPs under Code I, not to exceed the maximum quantity authorized under Col 2 of their primary aircraft duty code. These Code I AFTPs are provided for SP/IP/IE/MEs to perform instructor and/or evaluator duties during ground school and written/oral examinations.

5. Commanders may authorize maintenance test pilots 12 AFTPs under Code J in addition to the quantity authorized under Col 2 for their primary aircraft duty code. These

Code J AFTPs are provided for MPs to maintain proficiency or to perform MTFs in designated aircraft. The maximum number of AFTPs authorized for any MP (any combination) cannot exceed 48. No minimum flight time is required for Code J AFTPs.

6. All cargo airplane flights must be coordinated with ARNG Centralized Scheduling Section. Cargo airplane AFTPs are authorized during SCHEDULED OSA missions, APART evaluations, standardization training, and RL 3/2 training.

7. LCD aviators are authorized to fly 60 hours per year. Code O AFTPs may be authorized for days flown other than when in an IDT, ADT, or AT status, but not to exceed 24 AFTPs per year. Semiannual maximum limits do not apply to LCD aviators.

8. Code M AFTPs not authorized after 30 Sep 93.

9. FAC1 SOF aviators requiring ASI (K4) are authorized 48 AFTPs per year. Log AFTP code applicable to aircraft flown.

Chapter 5

Full-Time Support Personnel

Section 1

Full-Time Support (FTS) Aviator ATP and Maintenance Test Flight (MTF) Program

5-1. General Information

To clarify aircrew training and proficiency requirements for FTS aviators in ARNG aviation facilities.

5-2. Applicability

This section applies to FTS personnel who have flying duties stipulated in the duties and responsibilities section of their AGR/technician job description.

5-3. Unit designated aircraft

FTS personnel will comply with all ATM and MTF requirements for aircraft designated by their military commander. FTS facility aviators must have at least a primary aircraft designated by their military unit. FTS aviators serving in a career development assignment will have a primary aircraft designated by the facility commander.

5-4. Facility designated aircraft

FTS personnel must comply with the following ATP requirements for facility designated aircraft:

a. All other aircraft not designated by the unit commander in which the aviator is qualified and performs pilot, MP, IP/SP, or IE duties will be designated by the facility commander as alternate or additional aircraft as appropriate. Facility-designated aircraft will be identified in writing and filed in the individual's aircrew training folder (IATF).

b. Comply with chapters 2 and 7 of the appropriate ATM for initial aircraft qualification and annual standardization flight evaluation. Annual standardization evaluations will also include those special mission/tactical tasks necessary to comply with the individual's job requirements.

c. Facility commanders will complete a commander's task list (CTL) for each facility-designated aircraft IAW TC 1-210.

5-5. MP requirements

a. *Aircraft pilot supervisor (maint off) or aircraft pilot (QC/test pilot).*

(1) Complete Aviation Maintenance Manager, Maintenance Test Pilot Course (MM/MTPC), or obtain a waiver of attendance from the U.S. Army Transportation School.

(2) Successfully challenge a test flight phase of MM/MTPC. Test pilot qualification must be in the category of aircraft predominately supported by his/her aviation facility.

(3) Nonqualified personnel will not perform MP duties.

(4) Personnel hired or transferred into either of these FTS positions who are not MP qualified IAW this regulation have 6 months from the date of employment in one of these positions to comply.

(5) Request for waiver of the time frame established in (4) above must be accompanied by an NGB Form 64, Application for Attendance at MM/MTPC.

b. Instructor pilot.

(1) Formal MP qualification IAW FM 1-544 is encouraged.

(2) IPs may be designated in writing by the facility commander as a "facility" MP without MM/MTPC provided the following requirements are met: (This authority expires 30 Sep 91.)

(a) The performance of MTF is stipulated in the duties and responsibilities section of his/her job description.

(b) The following MTF task training requirements are complied with for each group of aircraft: Training in each MTF task to include academic and contact instruction; demonstration of proficiency in each MTF task which is authorized to be performed; and the above requirements must be evaluated by a maintenance test flight evaluator (ME).

(3) IPs are required to satisfactorily complete an annual hands-on performance test on designated MTP tasks. Annual MTP task proficiency will be demonstrated during the same quarter as the IP's aircraft standardization component of the APART.

c. AGR C-12 Aviators.

(1) AGR C-12 aviators may perform MTFs IAW the provisions of paragraph b above.

(2) The provisions of paragraph 5-5b(2)(a) are not mandatory for AGR C-12 aviators.

5-6. MTF personnel training records

The facility commander is responsible to ensure FTS personnel maintain the following information on "facility" designated aircraft MP duties using DA Form 5051-R.

a. *Aircraft pilot supervisor (maint off) or aircraft pilot (QC/test pilot).*

(1) A training record for each group of aircraft, e.g., Observation, Utility, Attack, Cargo, in which he/she performs MP duties. Facility-designated aircraft will be identified by completing the heading block: Indicate

facility in the Unit/Org block, indicate the period covered as the fiscal year, e.g., 1 Oct 90 through 30 Sep 91; and file in the IATF.

(2) Tasks and iterations need not be recorded.

b. IP (acft).

(1) Comply with the same provisions for maintaining the DA Form 5051-R as the aircraft pilot supervisor.

(2) Designated MP tasks will be listed. Frequency of task performance is the discretion of the facility commander. However, the date and number of all iterations performed will be recorded.

Section II

Nonrated Runup and Maintenance Operational Check (MOC) Program

5-7. General Information

The purpose of this section is to clarify training and proficiency requirements for nonrated FTS personnel in ARNG aviation facilities authorized to runup or MOC fixed wing and MOC rotary wing aircraft IAW AR/NGR 95-1, paragraph 3-17. Locally developed folders will be established to document training conducted under this section.

5-8. Applicability

This section applies to all nonrated personnel authorized by AR/NGR 95-1 to perform runup and/or MOCs.

5-9. Scope

This section does not change the requirements of NGR 95-1. This section outlines the training program, which will be implemented when nonrated personnel are authorized to perform:

- a.** Runup and MOC of fixed wing aircraft.
- b.** MOC and operate APU of rotary wing aircraft.

5-10. Initial qualification training and annual evaluation

Nonrated personnel who are authorized to start, runup, and taxi airplanes for the purpose of maintenance operational checks will complete training in the following areas:

- a.** Preflight inspection. Applicable portions of chapter 8 of appropriate operators manual (-10).
- b.** Start-up and shut-down procedures. Appropriate operator's manual.

c. Aircraft operational limitations. Chapter 5 of appropriate operators manual (-10).

d. Ground emergency procedures. Applicable portions of Chapter 9 of appropriate operators manual (-10).

e. Authorized MOC tasks.

5-11. Qualification and annual evaluation procedure

Nonrated personnel authorized to start, runup, and taxi airplanes for the purpose of maintenance operational checks will annually complete in the appropriate mission, type, design and series aircraft:

a. A written exam consisting of aircraft operational limitations, ground emergency procedures, and applicable MTF procedures. The minimum grade will be 80 percent corrected to 100 percent.

b. An oral exam consisting of as a minimum safety procedures, cautions, and warnings involved in operating the airplane.

c. A hands-on evaluation consisting of a satisfactory demonstration of all authorized MOC tasks to an IP/SP/ME designated by the commander. Unsatisfactory demonstration of an MOC task will result in restriction of that task until it can be properly demonstrated to an IP/SP/ME.

d. Unsatisfactory performance on the written exam, oral, or the hands-on evaluation will result in an unsatisfactory for the entire evaluation. The nonrated individual will be temporarily suspended from performing MOCs pending satisfactory completion of the Unsatisfactory component.

5-12. Semiannual evaluation

a. This consists of a hands-on evaluation by an IP/SP/ME of the individual's ability to perform all MOC tasks checks for which he/she is authorized to perform.

b. This will be accomplished during the 6th month following the initial qualification or annual evaluation.

5-13. Auxiliary power unit (APU) MOC

Commanders may authorize nonrated personnel to start, operate and stop APUs IAW AR 95-1, para 3-17d for the purpose of conducting MOCs.

5-14. Airplane MOC personnel training record

a. An individual training folder will be established and maintained in the aviation facility maintenance office.

b. DA Form 3513 Individual Flight Records Folder (IFRF) will be used and modified as follows:

(1) Strike out the words "Flight Records" on the front cover.

(2) Print, in ink, the words "Runup/MOC Training Record" above the stricken words.

c. Contents of folder.

(1) *Left side.* A copy of the written authorization by the facility/unit commander and DA Form 5051-R with a list of authorized Runup/MOC tasks.

(2) *Right side.* A copy of the qualification evaluation grade slips, last annual and semiannual evaluation grade slips, last no notice check grade slips, and a copy of the last written exam.

5-15. Forms

a. DA Form 5051 grade slip series. To be completed by the IP/SP/ME during qualification, annual/semiannual evaluation and no notice checks. MOC tasks evaluated must be listed when not preprinted. Line number 39 will contain the IP/SP/MEs name, rank, and SSN. Line number 40 will contain the examinee's name, rank, and SSN.

b. DA Form 5051-R. MTF Personnel Training Record will be used to list the aircraft and authorized MOC tasks for each individual. MOC may be substituted for MTF for clarification throughout the form heading. The date and number of all iterations performed will be recorded. Period covered will be the fiscal year.

Chapter 6

Programing and Utilization of Flying Hours

6-1. General information

This chapter prescribes procedures and responsibilities for developing and reporting State FHP. This program will be the basis for, but not necessarily be limited to, the following:

a. Programing the use of ARNG aircraft.

b. Developing and reviewing the requirement for and the distribution of funds required to operate and maintain ARNG aircraft.

c. Developing the annual FHP for States, facilities, and ARNG units to ensure that adequate flying hours are programmed for training and mission support requirements.

6-2. Responsibilities

a. NGB-AVN-O will prepare and revise the ARNG FHP guidance.

b. The SAAO will ensure the State's annual FHP is developed IAW the ATP Commander's Guide and guidance contained in this chapter.

6-3. Program parameters

a. The aggregate ARNG FHP by type aircraft is restricted to the guidance received from Director of Training, Headquarters, Department of the Army, Office of the Deputy Chief of Staff for Operation and Plans (DAMO-TR) and from U.S. Special Operations Command.

b. A State's FHP is restricted to the guidance received from NGB. Unless otherwise indicated, the total allocated flight hours constitute a ceiling, by type aircraft, and, as such, cannot be exceeded by a State without approval from NGB.

c. Allocated flight hours may be adjusted between units/facilities at State level. However, flight hours may not be transferred from one aircraft system to another. Hours may not be transferred between funding categories, for example, from P11 to P5G. Before a flight hour allocation for any aircraft system may be exceeded approval must be granted by NGB-AVN. A request for such adjustment will be sent through channels to NGB AVN-O. All flying hour adjustments will be accomplished via formal correspondence.

6-4. Methodology

The ARNG FHP is developed annually using the ARNG FHP model (Appendix F). This provides flying hours to meet continuation training, training base, command supervision, joint/ARNG exercises, contingency emergency and interagency support requirements. Allocation of available hours is based on the State's aviator density, assigned aircraft, unit training and mission support requirements following the guidelines of the ARNG FHP model.

a. The quarterly Aircrew Information Report (AIR) is used to derive the training base (module A) and unit (module B) requirements based on the number of aviators on hand and the types and missions of the aircraft which have been designated. This program represents minimum ATP requirements for ARNG aircrews and units.

b. The annual FHP Development Report (RCS:ARNG-171) is used to derive the mission support requirements

shown in the command supervision (module C), major exercises (module E), and programed interagency (module F) input directly from the States.

c. State emergency contingency (module D) is programed by NGB-AVN for actual emergency/contingency requirements. Contingency emergency flying hours will be reimbursed to the States to the extent possible at the end of the 2d and 3d quarters based on reports submitted IAW paragraph 6-8.

d. NGB-AVN will prepare FHP guidance for each State based on models developed for each State and adjusted for aviator strength, FAC designation, SFTS tradeoff, unique mission requirements, flying hours available for distribution, and historical execution of the FHP. Adjustments to the FHP will normally be made at midyear based on the criteria shown above.

6-5. Review

a. Quarterly reviews of flying hour execution provide the basis for adjustment of State FHPs.

b. The midyear adjustment allows for "fine-tuning" of the FHP. Normally, there should be little additional adjustment during the remainder of the year. Large adjustments to the FHP will not be accepted in the 4th quarter.

c. State generated requests for midyear adjustments must be received not later than 25 March for consideration in the midyear review.

d. All adjustments to FHP will be accompanied by a corresponding adjustment to funding.

e. Execution of the FHP, as adjusted at midyear, will be used as a major consideration in the allocation of the following year FHP.

6-6. Reprograming of hours

All MACOMs to include NGB are required to execute exactly 100 percent of the flying hours allocated by type aircraft by fiscal year. Hours overflowed or underflown in a fiscal year may be subtracted with funds from the MACOM's next fiscal year's FHP. The following reprogramming procedures may be used by NGB-AVN to reprogram flying hours being underutilized in one State to meet identified needs in another State:

a. Midyear review. Hours by type aircraft underflown by more than 6 percent of the midyear projection may be reallocated with funding to another State.

b. End of year review. Hours by type aircraft underflown by more than 2 percent of the total annual projection (adjusted at midyear) may be reallocated with funding to another State for the next fiscal year.

c. Flying hours by type aircraft. Flying hours by type aircraft will not be reallocated below the ATP minimums without the State Adjutant General's approval.

6-7. Annual FHP development (RCS: ARNG-171)

a. Preparation. Work sheet (app I) will be used to develop a State's mission support requirements.

b. Development. Descriptions will be prepared for mission support requirements for exercises and programed interagency support. Unit requirements will be consolidated at facility level. In States with more than one facility, requirements will be consolidated at State level. All mission support requests (NGB Forms 170-8R) should arrive at NGB-AVN-O by 15 March of each year for the next fiscal year's FHP requirements.

c. Dissemination. FHP planning guidance will be provided to the several States in the 4th quarter. The individual State FHPs will be developed according to the methodology shown above.

6-8. Flying hour program management (RCS: ARNG-267)

a. Flying hours allotted to ARNG by DA are primarily for developing and maintaining military combat readiness. Intensive management at all levels is required to obtain maximum aircrew training from available resources.

(1) Flying hours will be developed and managed IAW NGR 95-210.

(2) Flying hours execution will be reported by facility, aircraft and type funding per paragraph 6-10. Reports are required quarterly, aligned with data reported on NGB Form 1352.

b. Annually, NLT 15 Sep, each SAAO will provide NGB-AVN-O a quarterly forecast by facility for utilization of allotted flying hour by aircraft system within each funding category (e.g., P5G, CDOPs). Subsequent adjustments will reflect facility as well as aircraft system.

(1) Management Analysis Profile (MAP) accomplishment will be based on quarterly projections.

(2) The annual flying hour execution rate will be based on the midyear flying hour program allocation.

(3) Quarterly facility forecasts will be used for manpower engineering studies and validation of these studies.

c. Flying hours used in support of State active duty status will be identified by MDS and reported to NGB-AVN-O within 7 days following termination of that status. Telephone reports are encouraged.

6-9. Historical Aircraft Usage Report (RCS: ARNG-251)

a. Records on use of aircraft for selected missions will be collected and maintained at State level. This data will be reported quarterly and forwarded to arrive at NGB-AVN-O on 30 Dec, 30 Mar, 30 Jun and 30 Dec. For the purposes of this report, the first quarter will start on the 16th of Sep and end on 15 Dec. Subsequent quarters will use corresponding dates. In the unlikely event that no missions meeting the reporting criteria are flown, a negative report will be submitted by the appropriate suspense date.

b. Data for the following selected missions flown will be grouped in the following categories for this report:

<u>Category</u>	<u>Mission Description</u>
A	Border Patrol
B	Community Relations
C	Counter Drug
D	Law Enforcement
E	SAR/Medevac
F	Spouse Orientation
G	State Missions (Include brief description in remarks.)
H	Other NGB Military Support (NGB-MS) approved missions (Include those performed incidental to training. Include brief description in remarks.)
I	Other NGB Public Affairs (NGB-PX) approved missions (Include brief description in remarks.)
J	OSD approved Executive Branch (President/Vice President) support including Secret Service reconnaissance and surveillance of motorcade routes and assembly areas.

K OSD approved Congressional Support provided to US Senators, Congressmen and/or their staff.

c. Status in which personnel perform these missions will be grouped in the following categories for reporting purposes:

<u>Category</u>	<u>Crew Status</u>
S	State Active Duty
T	Additional Duty Special Work (ADSW)
V	Additional Flight Training Period (AFTP)
W	Drill
X	Annual Training (AT)
Y	Active Duty for Training (ADT)
Z	Full Time Support (FTS)

d. Mission summaries will be prepared as shown in the example below:

<u>DATE</u> (MMDDYY)	<u>ACFT</u>	<u>HOURS</u>	<u>DAYS</u>	<u>STATUS</u>	<u>CAT</u>	<u>REMARKS</u>
100486	UH1H	10.2	17	S	G	Flood Disaster
110686	UH1H	2.5	3	W	I	Media Coverage

6-10. Report Flying Hours by D, N, NG, NVS and SFTS (NNNS) (RCS: ARNG-272)

a. Each State will provide monthly flying hour execution data by type aircraft flown under conditions of day, night, night goggle and night vision systems. Data concerning the average aircraft inventory by type and average aviator strength by primary designated aircraft will be included.

b. Hours flown will be reported by facility and type aircraft for applicable type funding, i.e. P5G, P11 and Counter Drug operations.

c. SFTS accomplishment will be reported by type simulator.

d. Explanatory remarks for deviations of 5% or more from quarterly forecasts.

e. Data will be reported using the same cutoff dates as the Army Aircraft Inventory, Status and Flying Hour Report submitted on NGB Form 1352. Thus, the reporting period will start on the 16th and end on the 15th day of the month 3 months later. Reports are due at NGB-AVN-O NLT COB 31 Dec, 31 Mar, 30 Jun and 30 Sep.

f. For purposes of this report:

(1) Night conditions are unaided night.

(2) Night goggles include that time when night goggles are used without any other night vision system.

(3) Night vision systems include those hours flown using night vision systems alone or in conjunction with night vision goggles.

(4) All hours flown under conditions other than (1) through (3) above will be reported as day.

(5) Total hours reported should be identical to the number of hours reported on the NGB Form 1352.

(6) Average aircraft refers to the average inventory for the quarter.

(7) Average aviators refers to the average number of aviators by primary designated aircraft.

(8) Total SFTS hours accomplished by type simulator will include night, night goggle and night systems hours accomplished in simulators with visual systems.

g. Reports will be submitted in the format shown in the example below:

SAMPLE FORMAT FOR NNNS REPORT (RCS: ARNG-272)

State	Facility				Qtr	Year	
P5G							
ACFT	TOTAL	DAY	NIGHT	NVG	NVS	ACFT	AVRS
P11 (SOF)							
ACFT	TOTAL	DAY	NIGHT	NVG	NVS	ACFT	AVRS
CDOPS (Counter Drug Operations)							
ACFT	TOTAL	DAY	NIGHT	NVG	NVS	ACFT	AVRS
SFTS	TOTAL	DAY	NIGHT	NVG	NVS		
REMARKS:							

Chapter 7**ARNG Aviation Organization****7-1. Concept**

The basic concept for Army aviation within the ARNG is that of centralized location, control, and economy of operation. Aviation assets will be consolidated at locations approved by CNGB for conducting training and providing aviation support and associated maintenance for authorized aviation units.

7-2. Aviation facilities

Authorization by CNGB is required before establishing or relocating an aviation facility. Aviation facilities include Army aviation support facility (AASF), aviation classification and repair activity depot (AVCRAD), limited Army aviation support facility (LAASF), Army aviation flight activity (AAFA), Army aviation operating facility (AAOF), Army National Guard aviation training site (AATS), synthetic flight training systems (SFTS), and AH-1 flight weapons simulator (AH1FWS) in a State. CNGB authorization is required before conducting sustained operations at such facilities or before submitting requests for leases, licenses, and construction of such facilities.

7-3. Requests to establish or relocate facilities

Requests for authority to establish or relocate ARNG aviation facilities must be submitted to NGB-AVN for staff coordination prior to action by CNGB. Requests and supporting justification must be submitted in the form of a concept plan as described in AR 310-49. The following additional data must be included in the text of the concept plan:

a. Location of all ARNG aviation units within the State to include authorized quantities and types of aircraft; crewmembers reflected by officer, warrant officer, and enlisted personnel; and total full time support (FTS) personnel authorizations. Aviation units will not be split to accommodate additional facility or relocation requirements. A copy of the unit organizational authority requests concurrently submitted to National Guard Bureau Force Structure Division (NGB-ARF) IAW NGR 10-1 must be included.

b. Capabilities of population centers to support affected aviation units as evidenced by an appropriate demographics evaluation.

c. Impact on aviation support capabilities to other assigned units.

d. Travel time and distance between the current unit armory and aviation facility, and between the proposed armory and aviation facility.

e. An acceptable environmental evaluation as required by AR 200-2.

f. An analysis of fulltime support personnel requirements that includes relocation costs and new positions and clearly demonstrates efficient use of existing FTM assets within the State aviation program as applied to existing and proposed aviation facilities.

g. An analysis of existing facilities and a clear statement regarding new requirements that are necessary due to force structure changes. The analysis must clearly show use of existing facility space and consider NGB construction criteria. A deficit in current space must be consistent with current criteria published by National Guard Bureau Installations Division (NGB-ARI).

h. In the case of relocation, the impact of any existing Federal-State agreements or facility/land lease or rental contracts.

i. Equipment TDA requirements that are clearly identified, to include DA Forms 4610-R where required.

j. Resourcing requirements relative to the program objective memorandum (POM). Resource requirements to include manpower, equipment, operations and maintenance, and construction/lease costs must be identified beginning in the proposed construction/lease year.

k. Factors that would preclude expanding or relocating aviation units to existing aviation facilities.

7-4. Army Aviation Support Facility (AASF)

Each State will be authorized an AASF to support the aviation program. This facility, when approved by CNGB, is established for support as follows:

a. A minimum of one flying company or flying company equivalent (e.g., 15 aircraft minimum). Support equipment will be furnished by an aviation unit having an organic aviation unit maintenance (AVUM) or aviation intermediate maintenance (AVIM) capability or by the available aviation unit having the greatest maintenance capability.

b. States authorized less than 15 aircraft. The facility will establish necessary procedures for centralized lo-

cation, control, economy of operation, and overall execution of aviation program responsibilities of the Adjutant General.

7-5. Limited AASF (LAASF)/Army Aviation Flight Activity (AAFA)

Approval of an LAASF/AAFA may be considered when operational or training requirements exist but the logistical support requirements of an AASF cannot be justified. Justification for an LAASF/AAFA is other-wise the same as for an AASF. Support equipment and maintenance capability will normally not exceed that of the parent unit. The term AAFA is retained until conversions to LAASF are completed.

7-6. Army Aviation Operating Facility (AAOF)

AAOF may be authorized when sufficient operational and logistical requirements exist to support unique operational missions in remote areas.

7-7. ARNG Aviation Training Site (AATS)

AATS are established by NGB and under OPCON of NGB to conduct directed aviation and aviation safety training to support readiness and enhance safety and standardization of ARNG aviation.

7-8. Aviation Classification and Repair Activity Depot (AVCRAD)

AVCRADs are established by NGB and under the OPCON of NGB to conduct depot level maintenance and maintenance training to support readiness.

7-9. Construction programing

The sequence of events for project programing to include facilities is described in NGR (AR) 415-5.

Chapter 8 Logistics

Section I General

8-1. Assignment of aircraft

a. Priorities. CNGB will control the issue of aircraft within the ARNG based on MTOE and TDA authorization and DA-established logistics priorities.

b. Transfers.

(1) *Between States.* Aircraft will not be transferred between States after initial assignment except at the direction of CNGB.

(2) *Within a State.* Aircraft may be transferred between aviation units. All aircraft assignments must be as stipulated in MTOE/TDA authorization documents, i.e., mission design series (MDS) and number of aircraft authorized. Aircraft will be assigned IAW logistics priorities.

(a) MTOE aircraft will be used primarily to further the training mission of the unit.

(b) Lower priority units that are short MTOE aircraft and are provided aircraft by hand receipt from higher priority units should return borrowed aircraft to the owning unit within 48 hours of mission completion.

c. Loan of aircraft.

(1) Loan of aircraft between units within a State will be coordinated and approved by the SAAO.

(2) Requests for loan of aircraft between States will be coordinated between SAAOs and submitted to National Guard Bureau Aviation Division Systems Branch (NGB-AVN-AS) for approval.

(3) Requests from an authorized agency for loan of ARNG aircraft specifically authorized by regulation, but requiring higher level approval, should be forwarded to NGB-AVN-O.

(4) Repair parts requirements, maintenance services, and POL are the responsibility of the borrowing agency or state unless other documented agreements, i.e., MOU/MOA are established.

(5) Aircraft accountability is the responsibility of the lending state. Information required for NGB Form 1352 will be provided by the borrowing state NLT close of business on the 15th of each month.

(6) Mishap accountability is responsibility of receiving unit unless other documented agreements, i.e., MOU/MOA are established.

8-2. Maintenance

Maintenance services performed at ARNG aviation facilities will be performed IAW NGB Pamphlet 750-2 and applicable Army maintenance publications.

8-3. Aviation fuels and lubricants

a. Procedures for the acquisition, use, and accounting for U.S. Government National Credit Cards and Avfuel Identaplates are contained in AR 710-2 and DA Pamphlet 710-2-1.

b. Petroleum management procedures are found in DA Pamphlet 710-2-1.

c. Aviation fuels are allocated based on CNGB approved and allocated flying hour programs for each State. ARNG fuels may be used by the State only in an emergency. ARNG fuel consumed when aircraft are employed

on State emergency duty must be replaced in kind as soon as possible, but no later than 30 days after use. ARNG fuel used for State emergency duty will not be reported as ARNG consumption, and will not affect ARNG allocations.

Section II

Ferry Flights

8-4. Ferry flight policy, standards, and procedures

a. This section prescribes policy, standards, and procedures for the conduct of aircraft ferry flights by ARNG personnel under authority of title 32 U.S.C. 502(f).

b. In addition to the stipulations of this regulation, ARNG personnel ferrying aircraft under the auspices of the U.S. Army Aviation Systems Command (AVSCOM) will adhere to the directives, standards, and instructions for ferry pilots contained in AVSCOM's U.S. Army Aircraft Delivery Procedures (Ferry Packet).

c. Ferrying ARNG aircraft is an NGB responsibility (AR 710-1). The number and nature of ferry flights required will vary with the size and type of aircraft fleet supported, the distance and other geographic or topographic considerations of the home station with respect to the ferry flight destination, and the weather conditions in which the ferry flight will be flown. Ferry flight requirements will be planned, budgeted, and programed as part of the ARNG FHP.

d. Members of the ARNG are authorized to ferry aircraft when qualified to pilot or crew aircraft IAW this regulation. The principal duty of ferry flight personnel is to pilot or crew an aircraft from one place to another and, as such, these duties are related to accomplishment of the ARNG aviation program requirements.

e. Ferry flights present training opportunities for junior ranking aviators. While the necessity of utilizing senior aviators as PCs for such is recognized it is recommended that States consider the training opportunities and mix the aircrew accordingly.

8-5. Purpose of ferry flights

Flight of aircraft from one place to another is authorized to

a. Deliver aircraft to or from aviation activities for maintenance services not available or authorized at home station.

b. Deliver aircraft to or from Army, Navy, and USAF depots; civilian contractors; or manufacturer plants for depot level maintenance repairs, overhaul, or application of modification work orders (MWO).

c. Support reassignment of aircraft accountability between States.

d. Transfer of aircraft between ARNG and Army.

e. Remove aircraft from a threatened area IAW applicable directives.

8-6. Preparation of orders

a. Members of ARNG may be ordered to ADT for ferrying aircraft for periods not to exceed 6 days. Requirements for additional days will be submitted to NGB-AVN-L for approval.

b. Orders will be issued in NGR 310-10, format 282.

8-7. Use of ARNG technician personnel

Qualified ARNG military technicians may ferry ARNG aircraft in active duty for training (ADT) under the authority of 32 USC 502(F) providing the duty is within the provisions of NGR 37-111/177-09.

8-8. Ferrying of aircraft for other than the ARNG

Ferrying of aircraft other than as prescribed in paragraph 8-5 will require prior approval from CNGB, who will provide instructions and/or fund citations.

8-9. Ferry flight operations

a. Operations. Ferry flights are to be conducted during daylight hours and under visual flight conditions for the first leg of the ferry mission. All flights conducted after the first leg will be at the discretion of the PC and IAW existing regulations.

b. Qualifications. PC must be qualified and current in the particular aircraft before departure on the ferry mission. Assistance in gaining currency for aircraft new to the State may be requested from:

- (1) Other States having the aircraft.
- (2) Active Army installations.
- (3) The appropriate readiness region or CONUSA.
- (4) The aircraft issuing agency by prior arrangement.
- (5) NGB-AVN-O.

c. Safety. For ferry flights involving more than one aircraft, an air mission commander (AMC) will be designated. The AMC will--

(1) Ensure that each aircraft is manned by a PC qualified and current in addition to having other qualified and current crewmembers, where required.

(2) Brief aircraft crews on flight safety, weather, flight plan, formation flight procedures, and other pertinent information.

Chapter 9

Aircrew Information Report (AIR) (RCS: ARNG-167 (R2))

(AIR under revision. To be published.)

Appendix A REFERENCES

Section I

Required Publications

AR 95-1

Aviation: Flight Regulations

AR 95-2

Air Traffic Control, Airspace, Airfield flight Activities and Navigation Aids

AR 95-3

Aviation: General Provisions, Training, Standardization and Resource Management

AR 37-100-FY

Army Management Structure

AR 350-41

Army Forces Training

DA Pam 351-4

U.S. Army Formal School Catalog

NGR 95-1

ARNG Aviation: Flight Regulations

NGR 95-3

ARNG Aviation: General Provisions, Training, Standardization and Resource Management

NGR 95-210

ARNG Aviation: General Provisions and Regulations for Aviation Training

NGR 350-1

Training, Army National Guard AATS Course Catalog
Course Catalog, ARNG Aviation Training Sites

FORSCOM/ARNG 350-2

Reserve Component Training

TC 1-210

Commander's Guide

FM 1-300

Flight Operations and Airfield Management

FM 1-544

Standardized Maintenance Test Flight Procedures

FM 25-100

Training the Force

Section II -

Related Publications

(A related publication is one that serves merely as a source of additional information. By reading it, the user might better understand the subject discussed in this publication, but the user does not have to read it to understand or comply with this regulation.)

AR 350-1

Army Training

AR 350-35

Army Modernization Training (AMT)

NGR 600-5

Support Personnel Management

NGR 600-10

ARNG Tour Program (NGB Controlled Title 10 U.S.C. Tours)

NGB Pam 95-5

Use of Army National Guard Aircraft

FORSCOM 350-3

Specialized Training in FORSCOM Active Army and Reserve Component Units

FORSCOM Reg 350-4

Training Under Capstone

Appendix B

RL PROGRESSION TABLE

READINESS LEVEL	REQUIREMENT	TIME
1 (Continuation)	Redesignation of primary A/C (within same mission/category)	180 days
	Redesignation of primary A/C (opposite category or different mission)	1 year
	Downgrade due to training deficiency	90 days
2 (Mission)	Progression to RL 1	1 yr from RL designation
	Night Vision Goggle Qual	45 days from start
	NVG Mission *	180 days from start
	Unit/Special Mission	1 year
3 (Qualification/Refresher)	Progression to RL 2	1 yr from NGB Avn Svc Orders
	Category Qual	120 days from start
	Aircraft Qual/Ref Tng	90 days from start
	Terrain Flight Qual	Within first year
	Wpn/Surveillance Sys	Within first year
	Instrument	Within first year
Previously RL 1:		
Prohibited over 60 days/less than 180	Progression to RL 1	90 days
Prohibited over 180/less than 1 yr	Progression to RL 1	180 days
Prohibited over 1 year but less than 2 yrs	Progression to RL 1	365 days
Previously RL 2 or 3:		
Prohibited over 60 days but less than 6 months	Progression to next RL	Time remaining to progress to next RL at time of grounding +60 days
Prohibited over 6 months but less than 1 year	Progression to next RL	Time remaining to progress to next RL at time of grounding +90 days not to exceed 1 yr

* See paragraph 3-20 for applicability.

Appendix C**PERIODIC ACADEMIC TRAINING AND BRIEFING REQUIREMENTS**

ACADEMIC SUBJECT	FREQUENCY	AVIATORS	CREWMEMBER
POL safety	Annually	X	X
Loading, unloading and transporting Army A/C by air, sea, and rail (as required)	Annually	X	X
Aircraft self deployment (as required)	Annually	X	X
Emergency A/C evacuation	Annually	X	X
ALSE use and maintenance	Annually	X	X
Threat equipment and employment doctrine	Annually	X	X
Aeromedical evacuation operations	Annually	X	X
Aircraft emergency procedures	Annually	X	X
Aerodynamics	Annually	X	
National Airspace use	Annually	X	
Aircraft systems	Annually	X	
ASE use	Annually	X	
NBC operations	Annually	X	X
Weather	Semiannually	X	
HIRTA	Annually	X	

Appendix D AIRCREW INFORMATION REPORT (AIR)

(AIR under revision. To be published.)

Appendix E FLYING HOUR PROGRAM DEVELOPMENT

MODULE A ARNG AVIATION TRAINING BASE REQUIREMENTS

1. Annual

The ARNG Aviation Training Base provides for the conduct of aircraft and aviator skills qualification in every type fixed wing (FW) and rotary wing (RW) aircraft in the Army's inventory except the OH-58D, UH-60, and AH-64. In addition, the ARNG training base provides for training in ARNG or RC unique systems such as the OH-6, CH-54, AH-1G, AH-1S (Mod), UH-1M helicopters and the UV-18, C-7, U-3, U-8F, C-23, C-26 and T-42 airplanes.

2. ARNG Aviation Training Sites (AATS)

The two ARNG AATS are the Eastern AATS in Pennsylvania and the Western AATS in Arizona. AATS conduct individual aviator aircraft and skill qualifications not provided by the U.S. Army Aviation Center (USAAVNC) but essential to the readiness of ARNG aviation units. AATS augment ARNG Army Aviation Support Facilities (AASF) and Army Aviation Flight Activities (AAFA) in meeting basic aircrew qualification training requirements mandated by the DA Aircrew Training Program (ATP). In addition, the AATS provide into category and in-category qualification for instructor pilots. The AATS has been given authority to conduct all maneuvers conducted by the USAAVNC. Quality assurance is provided through a formal MOU between DARNG and the CG USAAVNC.

3. Facilities (AASF/AAFA)

Manned by full-time support personnel, these facilities conduct area schools for initial aircraft and combat skills qualifications. As an extension of the training base, qualifications are conducted in all Army RW aircraft (except OH-58D, UH-60, AH-64, CH-47D) and FW aircraft (except OV-1) at facility level. FW and RW category qualifications are also authorized nationwide. All qualification POIs are IAW ATP F/H and academic training standards. Area schools for unit aviators are essential to the retention and qualification of the ARNG aviation force structure.

MODULE B UNIT (MTOE/TDA) REQUIREMENTS

1. Annual

ARNG unit models are based on all refresher training in aircraft and combat skills being accomplished at unit level. Individual proficiency flying is accomplished through the Additional Flight Training Period (AFTP) Program. This constitutes approximately 33 percent of an RLI, FAC I aviator's flight time and is dedicated to individual, crew and limited team level ATP and ARTEP task training. In addition, this program enhances safety through increased opportunity to fly resulting in better aviator proficiency. Limited collective and ARTEP training is conducted during Multi-Unit Training Assemblies (MUTA). These weekend drills consolidate team and platoon and some company level training into specific ARTEP level tasks. Aircrew training conducted during MUTAs constitutes another third (33 percent) of an ARNG FAC I aviators ATP F/H requirements. Annual Training (AT) integrates all ATP tasks and ARTEP tasks into combined arms training. A full one-third of a FAC aviator's annual flight time is used to reinforce basic and advanced level aircrew skills during internal and external ARTEP training and combined arms training.

2. Designation of Aircraft

Flying hour models are based on FAC requirements in an aviator's primary aircraft based on aircrew information report data.

3. Determination of Primary Aircraft

Designation of primary aircraft is based on cockpit requirements based on TOE based data, i.e., one aviator per scout, two aviators per AH-1, etc. The commander, operations officer, and maintenance officer are programed into aircraft they would normally fly in the performance of their duties.

4. Unit Level Training

In addition to basic proficiency tasks, ATP crew level requirements and ARTEP training, all refresher training is accomplished at unit level. Refresher training in skills for which an aviator is already qualified are conducted by unit IP/SIP/IFEs. Progression through ARL 3 and 2 remain a unit responsibility.

5. Instructor Pilot Hours

Historically, unit IPs perform two to three times the ATP blade hours in the performance of their duties. A viable standardization program is dependent on IPs continuing to be able to perform the level and type of evaluation and refresher training now being conducted.

6. ARTEP Training

ARTEP tasks are performed but with fewer iterations than are accomplished by a counterpart AC unit due to lack of available training time. This is generally compensated for by stabilized assignments and higher experience levels in the ARNG.

MODULE C

COMMAND SUPERVISION REQUIREMENTS

Provides for command and staff support. Commanders and key staff members require an expeditious mode of transportation which can get them to geographically dispersed organizations and units of their command. All this must be accomplished within the time constraints of the commander, staff members and training schedules of subordinate units. Command integrity is essential to the combat readiness of these units which represent 55 percent of the combat power of the U.S. Army. Each state headquarters and state area command (STARC) provide for the continuity at state level and ensure that command programs and initiatives continue IAW army program management objectives. The rotary wing assets to complete these missions all come from aviation units within that state as no state currently has authorizations for TDA helicopters. The flying hours to support this requirement must be added to a state's total program. However, the ARNG recognizes that a small portion (10 percent) of these requirements can be accomplished in support of the aviator's ATM minimums.

COMMAND SUPERVISION BASIS

	UTIL AIRPLANE	UTIL HEL	OBV HEL	TOTAL
STARC*	200	200	100	500
DIV HQ **	200	40	40	280

*Based on 1 FW (non C-12) - depends on # and type FW assigned.

**Including DISCOM/DIV ARTY HQs in same state.

MODULE D

STATE EMERGENCY CONTINGENCY REQUIREMENTS

1. The ARNG has a dual mission as prescribed by the constitution. The first is training to meet federal mission of combat readiness. The second is state support during natural disasters and civil disturbances. In support of the

state mission, the ARNG accomplishes search and rescue, military assistance to safety and transportation (MAST), regional fire fighting, weather and geological disaster relief operations and support to state law enforcement agencies.

2. Federal Contingency missions include support of the Corps of Engineers through aerial surveys, the Nuclear Regulatory Commission during the planning/programming for possible nuclear disasters, and support counter narcotics efforts in Federal status.

3. Missions can be classified as situational non-recurring events resulting from either man-made or natural phenomena which are beyond the control of federal and state authorities.

4. The ARNG recognizes that a small portion (10 percent) of these flying hour requirements can be accomplished in support of ATM training.

MODULE E

MAJOR EXERCISE (JOINT/ARNG) REQUIREMENTS

1. Participation

Over the past few years, JCS, DA, FORSCOM and NGB have all supported increased participation by the RC in major exercises. The ARNG has historically developed exercises within the states to enhance training. The responsibility for anticipating and programming the necessary flying hours beyond their normal AT requirements is addressed in this portion of the model.

2. Joint Exercises.

FORSCOM Circular 350-7 (Secret) outlines the projected ARNG units which will participate in sponsored joint exercises. These units which have aviation assets have been identified and their additional requirements are included in this model.

3. State Exercises

An estimate of the total requirements to support state exercises has been included in the model.

4. ATM Reduction

The ARNG recognizes that approximately 10 percent of these additional training requirements can be accomplished using ATM training time. This total requirement is adjusted accordingly. While much of the flight time and tasks accomplished during the conduct of an exercise are directly related to the ARTEP and the ATM, there is almost always an increased activity level for participating aviation units and therefore additional hours must be provided.

MODULE F
INTERAGENCY SUPPORT REQUIREMENTS

The flying hours constitute geographic support of other Department of Defense (DOD) and U.S. Government agencies within the 50 states, the Virgin Islands and Puerto Rico. DOD agencies include the U.S. Army Military Academy, Naval War College, and Naval Rework Facilities. U.S. Government agencies include Department of Energy, Civil Defense, Department of Transportation, Drug Enforcement Agency, National Narcotics Bureau Interdiction Service, Border Patrol, and the National Aeronautics and Space Administration. Congressional delegations and the White House staff are supported on an as requested basis.

1 July 1991

Appendix F

AFTP CERTIFICATE

NGB Form 105 will be used to verify completion of AFTPs IAW paragraph 4-13.

The NGB Form 105 should be completed as indicated in the sample below:

Signature authority "FOR THE COMMANDER" and "I CERTIFY THIS INDIVIDUAL" block should be designated locally.

AUTHORIZATION FOR INDIVIDUAL INACTIVE DUTY TRAINING											
DATE 1 OCT 90		AUTHORIZING ACTIVITY AND LOCATION (AASF)						ORGANIZATION AND LOCATION OF TRAINING (UNIT)			
EQT	AFTP	DATE OF UTA Y M D		DATE OF DUTY Y M D		TIME OF DUTY FROM TO		SSAN	GRADE		
	✓			90 10 1		1830 2230		123-45-6789	W3		
PRINT NAME OF INDIVIDUAL ROTOR, RICHARD											
ACFT CODE UH-1H 67-76543		FLYING TIME HRS TENTHS 1 8		VERIFIED BY RM		UTA NO. 1 2 3 4		TECH		PAY STATUS PAY NON PAY	
SIGNATURE OF INDIVIDUAL Richard Rotor											
FOR THE COMMANDER											
PRINT NAME, GRADE, AND TITLE OF AUTHORIZING OFFICIAL JONES, JACK O3 OPNS OFF								SIGNATURE Jack Jones			
I CERTIFY THIS INDIVIDUAL ATTENDED TRAINING AS INDICATED											
PRINT NAME, GRADE AND TITLE Smith, Joseph J., O-6 SAAO								SIGNATURE Joseph J. Smith			

(1) Aircraft AFTP

Enter and circle the crewmember's applicable code from table 4-1 in addition to the aircraft type and tail number in the aircraft code block

(2) Simulator AFTP

Enter and circle the aviator's applicable code from Table 4-

1 in addition to the simulator device designation in the aircraft code block.

(3) Support AFTP

Enter and circle the individual's applicable code from Table 4-1. In addition, the term "support" will be written in the aircraft code block and "0" in the hours/tenths flying time block.

Appendix G

INTERNAL CONTROL REVIEW CHECK-LIST (NGR 95-210)

Task: Army National Guard Individual Flight Crew Training Documentation Subtask: Additional Flight Training Periods (AFTP) This checklist: Additional Flight Training Periods (AFTP)

Organization:

Action Officer:

Review:

Date completed:

Assessable unit: This checklist will be completed by OPERATING MANAGERS at the Army Aviation Support Facilities (AASF) who have been delegated the authority to account for and verify Additional Flight Training Periods (AFTP). OPERATING MANAGERS will complete all event cycles and test questions.

Implementation and Improvement: This checklist must be used as soon as possible by ASSESSABLE UNIT MANAGERS in response to problems with AFTPs reported by the NGB Inspector General.

(OPERATING MANAGERS who use this checklist and have recommendations for improvement are requested to send them to the Army Aviation Division, National Guard Bureau, the proponent for AFTPs. The address is, Chief, National Guard Bureau, ATTN: NGB-AVN-O, Operating Activity Center Bldg E6810, Aberdeen Proving Ground, MD 21010).

In addition to periodic use required by AR 11-2, managers should use this checklist as a daily guide for ensuring compliance with essential actions for Additional Flight Training Periods.

EVENT CYCLE 1: Validating AFTP Requests

STEP 1: Validate the individual flight crewmember's requirement for flight AFTP.

RISKS: Waste of AFTP funds should individual have already performed the maximum number authorized per table 4-1.

CONTROL OBJECTIVE: All flight AFTPs are based on the flight crewmember's need to meet individual and collective flight training requirements as set forth in NGR 95-210, or to maintain currency and proficiency.

CONTROL TECHNIQUES:

1. Responsibility and accountability of scheduling officials to validate the need for the AFTP is understood.
2. Review individual flight records to verify requirement for AFTP.

TEST QUESTIONS:

1. Are individuals designated as AFTP supervisors advised of their responsibility and accountability for protecting government resources under management responsibilities of Public Law 97-255, Federal Manager's Financial Integrity Act (AR 11-2)?

Response: Yes _____ No _____ N/A _____

Remarks: 1. _____

2. Are up-to-date records kept on individual training requirements that would justify a flight AFTP for the crewmember requesting the AFTP?

Response: Yes _____ No _____ N/A _____

Remarks: 1. _____

STEP 2: Validate the need for ground support personnel for the flight AFTP.

RISKS: Waste of AFTP funds should ground support personnel be in excess of the number required to support the scheduled flight AFTP.

CONTROL OBJECTIVE: Ground support AFTPs are based on the ground support requirements needed for the successful accomplishment of the scheduled flight AFTP.

CONTROL TECHNIQUES:

1. Responsibility and accountability of scheduling officials to validate the need for the ground support AFTP is understood.
2. Review number of scheduled flight AFTPs to determine the number of ground support AFTPs required.

TEST QUESTIONS:

1. Are flight AFTP requirements developed before programming ground support personnel AFTPs?

Response: Yes _____ No _____ N/A _____

Remarks: 1. _____

2. Is there a standard method used to determine the number of ground support personnel required to support the flight AFTP?

Response: Yes _____ No _____ N/A _____

Remarks: 1. _____

STEP 3: Validate that the AFTP is conducted in an authorized status.

RISKS:

1. Inadvertent accreditation for AFTP while on Annual Training (AT), Additional Training Assembly (ATA), Temporary Duty (TDY), Active Duty for Training (ADT), or other non-AFTP status.
2. Inadvertent linkage of AFTP with another status.
3. Inadvertent accreditation of both flight and ground support AFTP for same individual during the same four hour block.

CONTROL OBJECTIVE: All AFTPs are based on the individual's or unit's training requirements (flight or ground support), or to maintain currency or proficiency.

CONTROL TECHNIQUES: Responsibility and accountability of scheduling officials to validate the AFTP event is understood.

TEST QUESTIONS:

1. Are flight crewmembers individually flagged for such training events as TDY, Annual Training, or ADT?

Response: Yes _____ No _____ N/A _____

Remarks: 1. _____

2. Are procedures in effect to prevent accreditation of an AFTP and other non-AFTP status during the same four hour block?

3. Are procedures in effect to prevent accreditation of both flight and ground support AFTPs to the same individual during the same four hour block?

Response: Yes _____ No _____ N/A _____

Remarks: 1. _____

EVENT CYCLE 2: Authenticating the AFTP event.**STEP 1: Record the AFTP.****RISKS:**

1. Completion of NGB Form 105 prior to conduct of AFTP without conduct of AFTP by the individual.
2. Conduct of AFTP without completing NGB Form 105.

CONTROL OBJECTIVE: All individuals reporting for and completing an authorized flight or ground support AFTP will sign NGB Form 105 prior to completion of the AFTP.

CONTROL TECHNIQUES:

1. Responsibility and accountability of the AFTP supervising officials to confirm the AFTP event is understood.
2. Verify proper individual preparation of NGB Form 105.

TEST QUESTIONS:

1. Are NGB Forms 105 available to AFTP participants prior to beginning the AFTP?

Response: Yes _____ No. _____ N/A _____

Remarks: 1. _____

2. Are completed NGB Forms 105 verified for proper completion by the AFTP supervisor?

Response: Yes _____ No _____ N/A _____

Remarks: 1. _____

3. Are completed NGB Forms 105 verified against DA Form 2408-12 in a timely manner to verify flight AFTP?

Response: Yes _____ No _____ N/A _____

Remarks: 1. _____

STEP 2: Control completed NGB Form 105.

RISKS:

1. Alteration of officially recorded data.
2. Loss of record of authorized AFTP.

CONTROL OBJECTIVE: All NGB Forms 105 will be expeditiously prepared, verified, and forwarded through military pay channels for prompt accreditation and payment of the individual.

CONTROL TECHNIQUE: Responsibility and accountability of the OPERATING MANAGER to process expeditiously and to safeguard the NGB Form 105 is understood.

TEST QUESTIONS:

1. Do you safeguard completed NGB Forms 105?

Response: Yes _____ No _____ N/A _____
Remarks: 1. _____

2. Is the completed NGB Form 105 expeditiously processed through military pay channels?

Response: Yes _____ No _____ N/A _____
Remarks: 1. _____

Footnote 1. Explain rationale for Yes responses or provide cross references where rationale can be found. For No responses provide cross references to where corrective actions can be found. If response is NA explain rationale.

I attest that the above listed Internal Controls provide reasonable assurance that Army National Guard resources are reasonably safeguarded. I am satisfied that if the above controls are fully operational, the Internal Controls for this subtask throughout the Army National Guard are adequate.

Chief, Aviation Division
National Guard Bureau
Functional Proponent

I have reviewed this subtask within my organization and have supplemented the prescribed Internal Control Review Checklist when warranted by unique environmental circumstances. The controls prescribed in this checklist as amended are in place and operational for my organization (except for the weaknesses described in the attached plan, which includes schedules for correcting the weaknesses).

Operating Manager (*Signature*)

Appendix H

RECURRING REPORTS

This appendix contains a listing of recurring reports that States send to NGB-AVN.

SECTION I CALENDAR GENERATED REPORTS

TITLE	REFERENCE(S)	RCS:	DUE DATE
Army Aircraft Inventory, Status and Flying Time Report, NGB Form 1352	AR 700-138 NGR 95-3	CSGLD-1837 (R1)	20th day of each month
Annual Flying Hour Forecast	Para 6-8b, NGR 95-210	ARNG-267	30 Aug Update as required
Annual FHP Development (Mission Support Requirements)	Para 6-7, NGR 95-210	ARNG-171	15 Mar
Aircrew Information Report (AIR)	Para 9-1, NGR 95-210	ARNG-167 (R2)	31 Dec 31 Mar 30 Jun 30 Sep
Operational Support Airlift (OSA)	Para 3-7, NGR 95-3	DD-M(A)1569	15 Apr 15 Oct
Historical Aircraft Usage	Para 6-9 NGR 95-210	ARNG 251	30 Dec 30 Mar 30 Jun 30 Sep
Day, Night, NG, NVS, SFTS (NNNS)	Para 6-10 NGR 95-210	ARNG 272	28th day of each month

SECTION II
EVENT GENERATED REPORTS

TITLE	REFERENCE(S)	RCS:	DUE DATE
Flying Hours in Support of State Active Duty	Para 6-8c NGR 95-210		Within 7 days after completion
Preliminary Report of Aircraft Mishap (PRAM)	Para 5-11, AR 385-40	CSGPA-1550	Within 24 working hours after any aircraft mishap
Regional Accident Prevention Survey (RAPS)	Para 5a(3), NGR 385-5		Upon completion of RAPS
Technical Report of Army Aircraft Accident DA Form 2397 Series	AR 385-95 NGR 385-10		90 days after accident (A, B, C)
Spouse Orientation Report	Para 3-4c and Appendix J NGR 95-3		Upon completion of spouse orientation summary - 15 Apr & 15 Oct as Part III of OSA Report

Appendix I
STATE MISSION SUPPORT REQUIREMENTS

STATE MISSION SUPPORT REQUIREMENTS

STATE _____ DATE _____

AIRCRAFT SYSTEM

MODULE TITLE FUND

C COMMAND SUPERVISION

E COMBINED ARMS TNG
JT/NGB EXERCISES

F INTERAGENCY SUPPORT
CNOPS

TOTAL HOURS

UH-1H							
P5G							

JUSTIFICATION: _____

GLOSSARY

Abbreviations

AAFA

Army Aviation Flight Activity

AAOF

Army Aviation Operating Activity

APART

Annual Proficiency and Readiness Test

AASF

Army Aviation Support Facility

AATS

ARNG Aviation Training Site

ACT

Air Cavalry Troop

ADSW

Active Duty Special Work

ADT

Active Duty for Training

AFTP

Additional Flight Training Period

AHU

Attack Helicopter Unit

ALO

Authorized Level of Organization

AQC

Aviator Qualification Course

ARMS

Aviation Resource Management Survey

ARNG

Army National Guard

ARTEP

Army Training and Evaluation Program

AT

Annual Training

ATM

Aircrew Training Manual

ATP

Aircrew Training Program

CNGB

Chief, National Guard Bureau

COI

course of instruction

CONUSA

Continental U.S. Army

DES

Directorate of Evaluation and Standardization

EAATS

Eastern ARNG Aviation Training Site

EIDS

Electronic Information Delivery System

FAC

flight activity category

FEB

flight evaluation board

FHP

flying hour program

FMC

fully mission capable

FORSCOM

Forces Command

FSI

Flight Safety International

FTG

flight training guide

FTS

full-time support

FTUS

full-time unit support

IATF

Individual aircrew training folder

IDT

inactive duty training

IE

instrument flight examiner

IP

instructor pilot

ME

maintenance test flight evaluator

METL

Mission Essential Task List

MM/MTP

Maintenance Manager/Maintenance Test Pilot

MOC

maintenance operational check

MOS

military occupational specialty

MP

maintenance test pilot

MTF

maintenance test flight

MUTA

multiple unit training assembly

NGB

National Guard Bureau

NGR

National Guard Regulation

NVD

Night Vision Device

NVG

Night Vision Goggle

PC

pilot in command

PEC

Professional Education Center

PI

pilot

POI

program of instruction

RC

Reserve Component

RCS

report control symbol

RDF-A

Rapid Deployment Force - Army

RL

readiness level

RMA

Readiness management assembly

RWQC

Rotary Wing Qualification Course

SAAO

State Army aviation officer

SFTS

synthetic flight training system

SM

Soldier's Manual

SP

standardization instructor pilot

STRAC

Standards in Training Commission

USAAVNC

U.S. Army Aviation Center

USAR

U.S. Army Reserve

USASC

U.S. Army Safety Center

USC

United States Code

UT

unit trainer

UTA/MUTA

unit training assembly/multiple unit training assembly

WAATS

Western ARNG Aviation Training Site

1 July 1991

By Order of the Secretary of the Army:

JOHN B. CONAWAY
Lieutenant General, USAF
Chief, National Guard Bureau

Official:

FRANK C. VAN FLEET
Colonel, GS
Executive, National Guard Bureau

Distribution: Special

AG - 1
SAAO - 12
POTO - 6
AATS - 500
AASF/AAFA/AAOF - 150
AVCRAD - 24
AVN Unit - 12
HQ FORSCOM (FCJ3-OV) - 12
CDR, First US Army (AFKA-TR-A) - 12
CDR, Second US Army (AFKD-TRA) - 12
CDR, Fourth US Army (AFKE-TR-AD) - 12
CDR, Fifth US Army (AFKB-TR-A) - 12
CDR, Sixth US Army (AFKC-TR-A) - 12
WESTCOM (APOP-AV) - 12
USAAVNC (ATZQ-ES-NG) - 12
USAAVNC (ATZQ-NGB) - 300
USASC (CSSC-ARNG) - 12
CDR, Western Flight Stdzn Branch (DES) - 12
CDR, Eastern Flight Stdzn Branch (DES) - 12
CDR, US Army Transportation School (ATSPQ-ACA-NG) - 12
CDR, US Army Communications & Electronics Command
(AMSEL-MMD-R) - 12